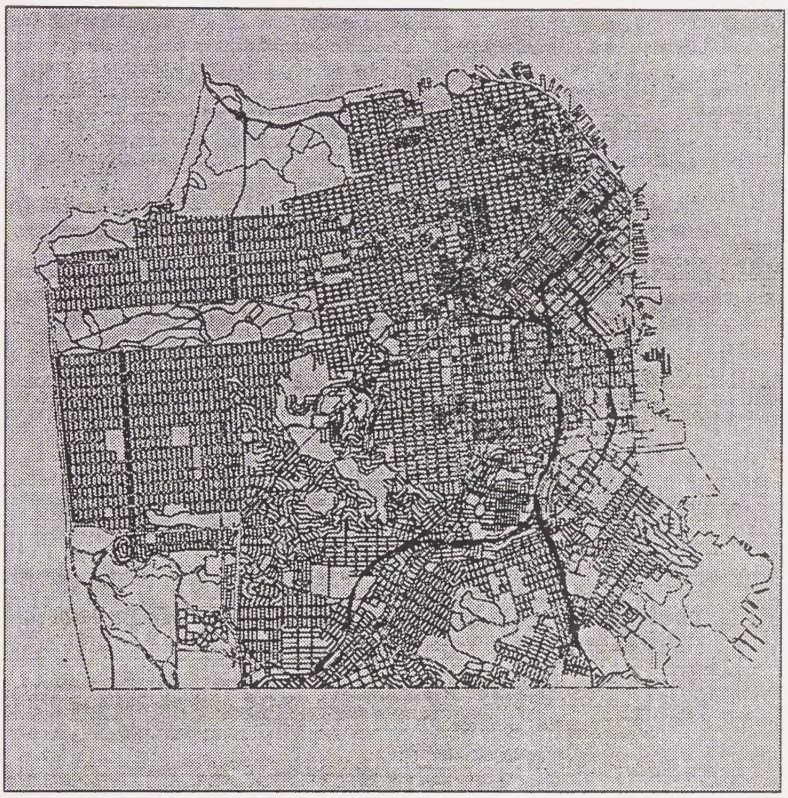
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SAN FRANCISCO MASTER PLAN



AMENDMENTS TO THE MASTER PLAN

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MAY 23 1995
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ADOPTED BETWEEN
SEPTEMBER 1988 AND MARCH 1995

PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

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FOREWORD

This publication contains all amendments to the Master Plan adopted between September 1988 and March 1995. The amendments are presented as adopted, with the Planning Commission Resolution and Exhibits showing the actual text and/or map amendments.

This compilation of amendments is available in two different forms. The first is a set of copies of **all amendments** in chronological order and an index cross-referencing the amendments by Master Plan Element or Area Plan. This document is available for purchase for $ 15. The second is a series of publications for **each Element or Area Plan** amended since 1988 with copies of the applicable amendments containing only that part of the exhibit which pertains to the particular Element or Area Plan. The purchase price for these publications varies from $1 to $3 according to the size of each document.

The Master Plan was last published in September 1988 in a consistent letter-size format. That publication included all amendments adopted prior to September 1988. Subsequent major amendments, new Elements or Area Plans, including the Residence Element, Arts Element, Mission Bay Plan, Central Waterfront Plan, Van Ness Plan, and South of Market Plan, were printed separately after 1988. Some Master Plan amendments, the Inclusionary Affordable Housing Policy and the Subsidized Housing Preservation Program, are program documents and were also published separately. All these documents are available for purchase at the Planning Department. Due to budget constraints, the Planning Department is presently not able to reprint the entire Master Plan in a form incorporating all text and map amendments.

A comprehensive revision of the Transportation Element and the new Air Quality Element are presently pending before the City Planning Commission for adoption. The elements will be printed after adoption and be available for public distribution. Future amendments to the Master Plan will be periodically published.

If you have any questions regarding Master Plan Amendments please call Inge Horton of the Planning Department at 558-6279.

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PLANNING DEPARTMENT
CITY AND COUNTY OF SAN FRANCISCO

INDEX OF AMENDMENTS TO THE MASTER PLAN

adopted between September 1988 and March 1995

Note:
This Index contains a listing of all Master Plan Amendments adopted after September 1988 when the Master plan was published in a new format. Subsequent major amendments, new elements or area plans, such as the Residence Element, Arts Element, Mission Bay Plan, Central Waterfront Plan, Van Ness Plan, and South of Market Plan, and Implementation measures such as the Inclusionary Housing Policy and the Subsidized Housing Preservation Program, were printed separately after 1988 and are available for purchase.

Adopted Master Plan Elements or Area Plans	**Date of Adoption/ Resolution and Case Number**	**Amendments between September 1988 and March 1995 Date, Resolution or Motion Number, Case Number, Description of Amendment**
INTRODUCTION		
RESIDENCE ELEMENT	4-8-1971, R 6706	■ 9-13-1990, R 12020, 90.087M, Adopting revisions to the Element as required by State Law: amending major portions of the Element, updating existing objectives and policies, adding new objectives and policies and deleting obsolete policies. ■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Generalized Land Use Plan, p. I.1.7; and Map 3 Residential Density Plan, p. I.1.9. ■ 4-4-1991, M 13052, 90.087M, Adopting: Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy. ■ 1-9-1992, R 13238, 91.641M, Adopting: Residence Element Update: Subsidized Housing Preservation Analysis and Programs. ■ 9-10-1992, R 13405, 90.087M, Adopting amendments to Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy and Procedures.

Adopted Master Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and March 1995 Date, Resolution or Motion Number, Case Number, Description of Amendment
COMMERCE AND INDUSTRY ELEMENT	6-29-1978, R 8001, EE77.100	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending Policies 3, 4, and 5 under Industry Objective 4, p. I.2.13; Map 1 Generalized Commercial and Industrial Land Use Plan, p. I.2.5; Map 2 Generalized Commercial and Industrial Density Plan, p. I.2.6; Map 3 Areas under Study, p. I.2.7; Map 4 Residential Service Areas of Neighborhood Commercial Districts, p. I.2.8; and Map 5 Generalized Neighborhood Commercial Land Use and Density Plan, p. I.2.9.
RECREATION AND OPEN SPACE ELEMENT AND PROGRAMS	7-9-1987, R 11065, 87.223M	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 3-14-1991, R 13038, 88.113M, Adopting amendments removing the designation of "Acquire for or convert to Public Open Space" for Lot 2 of Block 5407 on Map 4 Citywide Recreation and Open Space Plan, p. I.3.18. ■ 8-15-1991, R 13149, 91.101M, Adopting amendments re: Natural Areas: adding Policy 13 under Objective 2, p. I.3.23; amending Policy 7 under Objective 2, p. I.3.17; and deleting the text Natural Areas under Policy 2 under Objective 2, p. I.3.13. ■ 10- 1-1992, R 13411, 91.548M, Adopting amendments re: Trails: amending Policy 3 under Regional Objective 1, p. I.3.4; Policy 8 under Citywide Objective 2, p. I.3.19; Map 4 Citywide Recreation and Open Space Plan, p. I.3.18; Map 5 Western Shoreline Plan, p. I.3.30; Map 6 Northwestern Shoreline Plan, p. I.3.32; Map 7 Northeastern Shoreline Plan, p. I.3.34; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 4-15-1993, R 13506, 93.159M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 4 sites to Proposed Public Open Space, Acquire for or convert to Public Open Space; and Map 8 Eastern Shoreline Plan, p. I.3.36. ■ 4-28-1994, R 13676, 94.118M, Amending Map 4 Citywide Recreation and Open Space Plan, p. I.3.18, by adding 3 sites to Proposed Public Open Space, Acquire for or convert to Public Open Space.

Adopted Master Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and March 1995 Date, Resolution or Motion Number, Case Number, Description of Amendment
TRANSPORTATION ELEMENT	6-24-1982, R 9434, 82.295M	■ 3-01-1990, R 11882, 89.571M, Adopting amendments related to the Waterfront Transportation Projects: amending Map 2 Transit Preferential Streets Plan, p. I.4.14; Map 3 Rapid Transit Plan, p. I.4.17; and Map 5 Signed Bikeways Plan, p. I.4.28. ■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Transit Preferential Streets Plan, p. I.4.14; Map 3 Rapid Transit Plan, p. I.4.17; Map 5 Signed Bikeways Plan, p. I.4.28; and Map 6 Preferred Commute Bike Route, p. I.4.29.
URBAN DESIGN ELEMENT	8-26-1971, R 6745	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 2 Plan for Street Landscaping and Lighting, p. I..5.13; Map 3 Where Streets are most Important as Sources of Light, Air and Open Space, p. I.5.18; Map 4 Urban Design Guidelines for Height of Buildings, p. I. 5.34; and Map 5 Urban Design Guidelines for Bulk of Buildings, p. I. 5.35.
ENVIRONMENTAL PROTECTION ELEMENT	5-24-1973, R 7020 Conservation 9-19-1974, R 7244 Transportation Noise 6-3-1982, R 9409 Energy	

Adopted Master Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and March 1995 Date, Resolution or Motion Number, Case Number, Description of Amendment
COMMUNITY FACILITIES ELEMENT	10-9-1952, R 4099 Fire Facilities 4-30-1953, R 4149 Library Facilities 5-12-1960, R 5264 Public Health Centers 8-29-1974, R 7233, Police Facilities 1-20-1977, R 7646, 76.383, Neighborhood Center Facilities 12-17-1987, R 11238, 87.733M Educational Facilities, Institutional Facilities, Wastewater Facilities, Solid Waste Facilities	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: amending Map 5 Waste Water And Solid Waste Facilities Plan, p. I 7.23; and Map 6 Public Schools Facilities Plan, p. I.7.20.
COMMUNITY SAFETY ELEMENT	9-12-1974, R 7241	
ARTS ELEMENT	5-30-1991, R 13088, 91.171M	
DOWNTOWN PLAN	11-29-1984, R 10163, 83.510M	■ 10-12-1989, R 11769, 88.374M, Adopting boundary adjustment by deleting Lots 10, 11, 12 13, 14, and 15 in Block 347 from the Downtown area (C-3-G) and adding them to the North of Market Special Use District.
CHINATOWN PLAN	2-19-1987, R 10929, 86.705M	
RINCON HILL PLAN	7-18-1985, R 10378, 82.39M	

Adopted Master Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and March 1995 Date, Resolution or Motion Number, Case Number, Description of Amendment
CIVIC CENTER PLAN	7-25-1974, R 7216	■ 10-12-1989, R 11769, 88.374M, Adopting amendments related to Housing: Amending the Summary of Objectives and Policies by adding Objective 4, Policies 1 and 2, p. II.4.iii; amending the Introduction, p. II.4.2; and adding Objective 4 and Policies 1 and 2, p. II.4.5.
VAN NESS AVENUE PLAN	3-24-1988, R 11301, 87.586M	
WESTERN SHORELINE PLAN	4-18-1985, R 10289, 85.64M	
NORTHEASTERN WATERFRONT PLAN	1-19-1977, R 7643	■ 3-01-1990, R 11882, 89.571M, Adopting amendments related to the Waterfront Transportation Projects: amending Policy 9 Recreation and Open Space under Objective 7, p. II.7.11; amending Policies 3 and 5 Transportation under Objective 9, p. II.7.13; amending Policy 11 Urban Design under Objective 10, p. II.7.15; amending Policy 4 Ferry Building under Objective 25, p. II.7.28; amending Policy 2 Embarcadero Roadway under Objective 27, p. II.7.38; deleting Policies 1, 2, 3, and 4 Freight Rail Line under Objective 27, p. II.7.40; amending Policy 5 Freight Rail Line under Objective 27, p. II.7.40; and amending Policies 1, 2 and 3 Transit under Objective 27, p. II.7.42. ■ 8-22-1991, R 13159, 90.088M, Adopting amendments related to revisions to Rincon Point/South Beach Redevelopment Plan: Amending Map 3 Proposed Height and Bulk Districts, p. II.7.17; Map 4 Ferry Building Area, p. II.7.24; Policy 1 Hills Brothers Coffee under Objective 25, p. II.7.32; Policies 1 and 2 Block 3741 under Objective 25, p. II.7.32; Map 5 North China Basin Area, p. II.7.33; Policy 1 Residential Neighborhoods under Objective 26, p. II.7.36; and Policies 1 and 2 Walkways and Open Space under Objective 26, p. II.7.37.

Adopted Master Plan Elements or Area Plans	Date of Adoption/ Resolution and Case Number	Amendments between September 1988 and March 1995 Date, Resolution or Motion Number, Case Number, Description of Amendment
CENTRAL WATERFRONT PLAN MISSION BAY PLAN	7-3-1980, R 8631	■ 9-27-1990, R 12040, 86.505M, Adopting amendments related to Mission Bay Plan: Amending the Introduction, Background, Objectives and Policies generally with minor changes necessitated by adding the Mission Bay Plan as Part 2 of the Central Waterfront Plan; and amending Map 1 Central Waterfront Planning Area, p. II.8.13. ■ 9-27-1990, R 12040, 86.505M, Adoption of Mission Bay Plan as Part 2 of the Central Waterfront Plan.
SOUTH BAYSHORE PLAN	2-19-1970, R 6486	■ 3- 5-1992, R 13303, 90.299, Adopting amendment to Executive Park Subarea Plan: Amending text under Objective 13, p. II.9.7; amending Policy 5 Residential Communities under Objective 13, p. II.9.8; amending Policy 8 Parking under Objective 13, p. II.9.9; amending Map 2 San Francisco Executive Park Land Use Plan, p. II.9.10; amending Map 3 San Francisco Executive Park Auto Access, p. II.9.11; amending Map 4 San Francisco Executive Park Auto Egress, p. II.9.12; deleting Map 5 San Francisco Executive Park Internal Auto Circulation, p. II.9.13; and amending Map 6 San Francisco Executive Park Urban Form Plan, p. II.9.14.
SOUTH OF MARKET PLAN	3-15-1990, R 11868, 88.354	
LAND USE INDEX	12-17-1987, R 11238, 87.733M	

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May 3, 1995

File No. 88.374EMZ
Deletions and Modifications to
the Civic Center Area Plan and
the Downtown Area Plan

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 11769

WHEREAS, The Charter requires that the City Planning Commission (hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The Civic Center Area Plan was adopted on July 25, 1974, when the Commission approved Resolution Number 7216, and on November 29, 1984, the Commission approved Resolution Number 10163 adopting the Downtown Area Plan; and

WHEREAS, Acting on various concerns to protect and enhance the housing resources in the area, and conserve and upgrade the existing low and moderate income housing stock, and after a duly noticed public hearing, the Commission adopted interim zoning controls on September 1, 1988, in Resolution No. 11448, for seven parcels in the block bounded by Golden Gate Avenue, Hyde, Larkin, and McAllister Streets, Lots 4, 10, 11, 12, 13, 14 and 15 in Assessor's Block 347, by adding to the C-3-G (Downtown General Commercial) zoning classification an Interim RC-4 (Residential-Commercial Combined, High Density) District, extending the North of Market Residential Special Use District boundaries to include these properties, and a Height and Bulk District classification of 80-X and 80-T; and

WHEREAS, The interim controls were subsequently approved by the Board of Supervisors and by the Mayor and are in effect until, on or about, February 28, 1990; and

WHEREAS, The Commission has initiated consideration of adopting the interim controls for the subject property as permanent controls; and

WHEREAS, The Commission, in Resolution No. 11448, stated that the adoption of the interim controls was a holding action to allow the consideration of the appropriateness of both the zoning and the policies that are contained in the current Master Plan, dealing with the retention of housing and the preservation of neighborhoods; and

WHEREAS, The Civic Center Area Plan does not include housing as a land use; and

WHEREAS, On August 18, 1989, the Department published a document identified as Proposal for Citizen Review: Consideration of Amendments to the Civic Center Area Plan and the Downtown Area Plan of the San Francisco Master Plan; and

WHEREAS, On August 18, 1989, notice of the proposed amendments was published in a newspaper of general circulation; and

WHEREAS, On September 14, 1989, the Commission held a duly noticed public hearing at a regularly scheduled meeting to discuss the proposed amendments and voted its intent to approve the proposed amendments, and the matter was continued to September 21 and 28, and October 12, 1989 for consideration of the language of the final resolution; and

WHEREAS, The Department of City Planning has reviewed the proposed amendments pursuant to Chapter 31 of the San Francisco Administrative Code and the California Environmental Quality Act and has concluded, in a memorandum dated September 12, 1989, that the map changes in the Downtown Plan would require no additional environmental review because they could not result in a substantial change in the environmental effects which were analyzed under Case File No. 88.374E in a Negative Declaration adopted September 1, 1988; and

WHEREAS, It was further determined, that the amendment of the Civic Center Area Plan by adding objectives and policies to protect and enhance housing was a procedural change, in that the amendment is consistent with the existing Priority Policies of the Planning Code and has no effect on the physical environment as documented in a Certificate of Exemption from Environmental Review dated September 14, 1989; and

WHEREAS, Concurrently with the proposed Master Plan amendments, the Commission conducted duly noticed public hearings to consider permanent reclassification of the Lots 4, 10, 11, 12, 13, 14 and 15 in Assessor's Block 347; and

WHEREAS, The proposal is to amend the Civic Center Area Plan by adding a housing category with corresponding objective and policies and to amend the Downtown Area Plan by deleting Assessor's Block 347, consistent with the attachment labeled Exhibit A; and

WHEREAS, Both the Downtown C-3 Districts (Section 212(e)) and the North of Market Residential Special Use District (Section 249.5(c)) require conditional use authorization for demolition of residential buildings; and

WHEREAS, The proposed Master Plan amendments are consistent with existing provisions of the Master Plan including the following:

Residence Element

Objective 1, Policy 1

Encourage Development of Housing on Surplus, Underused and Vacant Public Lands.

Objective 3

To retain the existing supply of housing

Policy 1

Discourage the demolition of existing housing

Policy 3

Preserve the existing stock of residential hotels

Objective 5, Policy 8

Ensure that Office Developments and Higher Educational Institutions Assist in Meeting the Housing Demand They Generate.

Objective 6, Policy 3

Minimize Disruption Caused by Expansion of Institutions into Residential Areas.

Downtown Area Plan

Space for Housing

Objective 1

Expand the supply of Housing in and adjacent to Downtown

Objective 2

Protect residential uses in and adjacent to Downtown from encroachment by commercial uses; and

Space for Commerce

Objective 2, Policy 2

Guide location of office development to maintain a compact downtown core and minimize displacement of other uses; and

WHEREAS, The proposed Master Plan amendments are on balance consistent with the Eight Priority Policies of the Planning Code based on the following findings:

1. The proposed Master Plan amendments will not cause the loss of neighborhood-serving retail uses in that commercial uses will still be permitted.

2. The proposed Master Plan amendments are intended to protect and enhance housing resources in the area near the employment centers of Downtown and the Civic Center, conserve and upgrade low and moderate income housing, preserve the existing scale of development, encourage new infill housing at compatible densities, and limit development of commercial uses which could adversely impact the residential uses of the area. The Master Plan amendments would, therefore, conserve and protect the existing housing and neighborhood character and preserve the cultural and economic diversity of the neighborhood.

3. For the reasons set forth in 2 above, the Master Plan amendments will promote the City's efforts to preserve and enhance the supply of affordable housing.

4. The proposed Master Plan amendments would limit commuter traffic by encouraging residences near the downtown employment core. This arrangement would help reduce demand on cross-city and regional transportation systems by locating residences in close proximity to work places in an area that is well-served by transit, which would reduce the need for the use of private vehicles. Because of the proximity of the Civic Center to major employment centers and shopping, and its excellent public transit service, it is unlikely that future residents would generate substantial increases in traffic or transit demand.

5. There are no industrial and service sector businesses currently located in the subject area. The proposed Master Plan amendments will not effect this policy.

6. Any new development would meet current Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake. Existing City efforts designed to reduce seismic risks include emergency response planning. The City is in the process of preparing a seismic retrofit ordinance to address unreinforced masonry buildings.

7. The proposed Master Plan amendment, by itself, would not adversely effect landmarks and historic buildings located in the Civic Center area.

8. New development under the proposed Master Plan amendments would be similar in size, height, density, and use to existing

buildings in the area. The proposed Master Plan amendment, by itself, would not adversely affect parks and open space, or their access to sunlight and vista: and

WHEREAS, The City Planning Commission deems these changes appropriate and desires to adopt the text and map changes as amendments to the respective Elements of the Master Plan:

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt as amendments to the Master Plan for the City and County of San Francisco the amendments contained in the document titled Amendments to the Civic Center Area Plan and the Downtown Area Plan of the Master Plan and dated September 21, 1989, and

BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the amendments, and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby Approves Master Plan Amendments Case No. 88.374EMZ subject to the following conditions attached hereto as EXHIBIT A which is incorporated by reference as though fully set forth.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on October 12, 1989.

Lori Yamauchi
Secretary

AYES: Commissioners Bierman, Boldridge, Engmann, Hu, and Morales

NOES: Commissioner Karasick

ABSENT: None

ADOPTED: October 12, 1989

GMS:mj:331

CITY PLANNING COMMISSION

File No. 88.374EMZ Deletions and Modifications to the Civic Center Area Plan and the Downtown Area Plan
Resolution No. 11769

EXHIBIT A

AMENDMENTS TO THE CIVIC CENTER

AREA PLAN AND THE DOWNTOWN AREA PLAN

RE: 88.374EMZ:
Amendments to the Civic Center Area Plan and the Downtown Area Plan of the San Francisco Master Plan to protect and enhance the housing resources in the Civic Center Area.

The proposal is to amend the Civic Center Area Plan and the Downtown Area Plan.

A. The proposal is to amend the Civic Center Area Plan by:

(1) Amending the Summary of Objectives and Polices (Page II.4.iii) by adding:

OBJECTIVE 4

PROTECT AND ENHANCE THE HOUSING RESOURCES IN THE CIVIC CENTER AREA.

POLICY 1

Conserve and upgrade existing low and moderate income housing

POLICY 2

Encourage new infill housing at a compatible density.

(2) Amending the Introduction by adding a fifth category to the introduction (Page II. 4. 2).

5. Housing

The Housing category encompasses the existing low and moderate income housing stock and new infill housing.

(3) Amending the text by adding a fourth objective (Page II.4.5).

OBJECTIVE 4

PROTECT AND ENHANCE THE HOUSING RESOURCES IN THE CIVIC CENTER AREA.

To preserve the scale and character of outlying neighborhoods and promote the vitality of the Civic Center Area, new housing should be located in the Civic Center Area in underused commercial areas. At the same time, the existing housing supply in the Civic Center Area should be protected from demolition or conversion to nonresidential uses.

POLICY 1

Conserve and upgrade existing low and moderate income housing stock.

Conservation and protection of the existing supply of housing in the Civic Center Area will promote the City's efforts to preserve and enhance the supply of affordable housing.

Many parts of San Francisco were developed before zoning regulations separated various types of land uses. As a result, many housing units were built in areas also containing non-residential uses. Most of these housing units are sound or rehabilitable and are relatively inexpensive. They represent a significant, irreplaceable portion of the City's housing supply.

Demolition of residential units should be subject to conditional use review. The City Planning Commission should require evidence that the public benefits of the alternative use are more desirable than retaining the housing.

POLICY 2

Encourage new infill housing at a compatible density.

Expanding the supply of housing in the Civic Center Area will complement and enhance the existing housing in the area by providing a broader residential presence.

Increasing the supply of housing in the Civic Center Area will allow more residents to benefit from the Civic Center Area's convenient accessibility to major culture, employment, and shopping centers.

B. The Downtown Area Plan is proposed to be amended by deleting lots within the RC-4 (Residential-Commercial Combined, High Density) District and North of Market Residential Special Use District in Assessor's Block 347, part of the block bounded by Golden Gate Avenue, Hyde, Larkin and McAllister Streets from Maps 1, 2, 3, 4, 5 and 7.

GMS:mj:331

File No. 89.571MR
Waterfront Transportation Projects

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 11882

WHEREAS, The Master Plan for the City and County of San Francisco, as adopted by the City Planning Commission, is intended to be a comprehensive, long-term, general plan for the improvement and future development of the city; and

WHEREAS, The Recreation and Open Space, Transportation, Urban Design, Downtown Plan, and Northeastern Waterfront Plan Elements of the Master Plan outline land use and transportation design guidelines and improvements for the city's waterfront; and

WHEREAS, In November, 1985 The Board of Supervisors passed Resolution No. 965-85 adopting as Board Policy the I-280 Transfer Concept Program; a program for the development and implementation of a series of waterfront transportation projects including the Muni Metro Extension, the removal of portions of the elevated Embarcadero Freeway, the removal and reconstruction of the terminus of the I-280 Freeway, improvements on King and Berry Streets, and the E-Line and F-Line historic streetcar connections; and

WHEREAS, the Board of Supervisors in adopting the I-280 Transfer Concept Program also adopted a set of Environmental Findings; and

WHEREAS, The following subsequent actions have amended the city's initial I-280 Transfer Concept Program:

(a) the citizens of San Francisco voted in June 1986 to leave The Embarcadero Freeway intact;

(b) the Draft Mission Bay Plan currently under consideration by the Planning Commission calls for a major boulevard on King Street with Muni Metro running in the median rather than a one-way couplet on King and Berry Streets; and

(c) historic streetcar service plans for the waterfront have been amended to include only the F-Line operations from the end of Market Street, to the south end of Justin Herman Plaza via Steuart Street, and north on The Embarcadero to Fisherman's Wharf; and

WHEREAS, The City Planning Commission certified the "I-280 Transfer Concept Program EIR" in 1985; and

WHEREAS, "The Embarcadero Urban Design Study" completed in 1988 established an urban design concept for the Embarcadero Corridor that incorporates The Embarcadero Roadway Project, the Muni Metro Extension, the F-Line, and the I-280 ramps reconstruction project; and

WHEREAS, The urban design concept has evolved over a period of two years with input from the public and the affected city agencies and was initially based on the guidelines and policies of the Northeastern Waterfront Plan; and

WHEREAS, Certain portions of the new Waterfront Transportation Projects package conflict with existing Master Plan policies and amendments to the City

and County of San Francisco Master Plan are deemed appropriate to acknowledge support for the revised plans; and

WHEREAS, Planning Code §101.1 requires a finding of consistency with the eight Priority Policies of the Master Plan, now

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt the amendments to the Master Plan of the City and County of San Francisco as outlined in "Attachment A - Proposed Waterfront Transportation Projects, Master Plan Amendments"; and

BE IT FURTHER RESOLVED, That the City Planning Commission finds the Waterfront Transportation Projects consistent with the Master Plan policies as amended; and

BE IT FURTHER RESOLVED, That the City Planning Commission finds the Waterfront Transportation Projects consistent with the Master Plan Priority Policies; and

BE IT FURTHER RESOLVED, That the City Planning Commission adopts the Environmental Findings for the I-280 Transfer Concept Program as adopted by the Board of Supervisors and modified, as noted in "Attachment B," to reflect changes incorporated into the program since 1985; and

BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the amendments, and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on March 1, 1990.

Sharon Rogers
Acting Secretary

Ayes: Commissioners Bierman, Boldridge, Engmann, Karasick, Hu, Morales and Sewell

Noes: None

Absent: None

Adopted: March 1, 1990

ATTACHMENT A

PROPOSED WATERFRONT TRANSPORTATION PROJECTS
MASTER PLAN AMENDMENTS

TRANSPORTATION

Transit Preferential Streets Plan

Page I.4.14; Map 2

King Street is currently designated as a "Transit Preferential Street" from The Embarcadero west to the SP Depot, presently located at Fourth and Townsend Streets. It is recommended that the designation be extended to Sixth and King to reflect service extension plans. See attached map.

Rapid Transit Plan

Page I.4.17; Map 3

Beach Street in Fisherman's Wharf is currently designated as a "Major Crosstown Bus Route." It is recommended that Beach be designated as a "Surface Streetcar Line" to reflect proposed alignment of the F-Line.

King Street is currently designated as a "Surface Streetcar Line" from The Embarcadero west to the SP Depot, presently located at Fourth and Townsend Streets. It is recommended that the designation be extended to Sixth and King to reflect service extension plans.

See attached map for recommended changes.

Signed Bikeways Plan

Page I.4.28; Map 5

Beach Street in Fisherman's Wharf is currently designated as a "Class III" (Route Signs Only) bikeway. It is recommended that this designation be shifted to North Point Street to provide a safe connection from The Embarcadero Roadway into Fisherman's Wharf.

The Embarcadero Roadway is currently designated as a "Class I" (Off Road, Separate Path) bikeway. It is recommended that this designation be changed to a "Class III" bikeway to reflect the current design concept for The Embarcadero Roadway.

See attached map for recommended changes.

NORTHEASTERN WATERFRONT PLAN

Recreation and Open Space

Page II.7.11; Objective 7, Policy 9

Develop a continuous bicycle path along the Northeastern Waterfront~~,-separated and-protected-from-vehicular-traffic-where-possible,-and~~ that is linked with the city-wide bicycle route system.

Transportation

Page II.7.13; Objective 9, Policy 3

Minimize the impact of regional transportation movement along the Northeastern Waterfront by encouraging transit use through the addition and improvement of service and through the use, wherever possible, of exclusive rights-of-way and other types of transit preferential treatment. ~~--Prohibit ramping to and from the I-280 freeway within the area east of Third Street, except that a transit only ramp to Second Street should be provided~~ Remove the I-280 freeway structure east of Sixth Street and prohibit new ramps east of Fifth Street.

Page II.7.13; Objective 9, Policy 5

Improve transit service to, and along, the Northeastern Waterfront. Establish ~~a transit line~~ rail service in an exclusive right-of-way along The Embarcadero ~~between the South of Market area and the Fisherman's Wharf area which would primarily make use of existing railroad tracks, including those on The Embarcadero, and which~~ that would connect to numerous other transit lines, and to ~~a parking reservoir at the southern end~~ intercept parking facilities.

Urban Design

Page II.7.15 - Objective 10; Policy 11

Maintain and enhance existing grade level view corridors to the Bay ~~particularly~~ from Kearny, Broadway, Howard, ~~and~~ Folsom, Bryant, Brannan, and Beale Streets and to the bulkhead buildings or significant architectural features from Bay, Front, Green, Vallejo, Market, Mission, Harrison, Steuart, and Townsend Streets. ~~and c~~ Create new view corridors at Pacific and ~~Howard~~ Greenwich Streets.

Ferry Building Area

Page II.7.28 - Objective 25; Ferry Building, Policy 4

Create a plaza for passive recreation uses in front of the Ferry Building between Pier 1 and the Agriculture Building by the removal of parking and the reduction in width to two northbound lanes of The Embarcadero roadway. Design the plaza to create a visual setting for the Ferry Building and a symbolic terminus to Market Street. On an interim basis, until the Ferry Building is redeveloped and additional accessory parking provided, widen the sidewalk in front of the Ferry Building as part of a waterfront promenade, develop a smaller plaza directly in front of the building, and permit a single row of parking on either side of the Ferry Building. Use special paving materials for the promenade, the smaller plaza, and the parking row and access lanes so these elements are visually integrated....

Embarcadero Corridor

Page II.7.38 - Objective 27; Embarcadero Roadway, Policy 2

Improve The Embarcadero Roadway as follows:

(a) Provide two lanes each for southbound and northbound traffic with right and left turn channelization at selected intersections;

(b) Include an exclusive right-of-way for transit ~~and freight rail service within the roadway cross section~~ public right-of-way;

(c) Provide a promenade for pedestrians, and joggers ~~and bicyclists~~ along the water side of the roadway and a bikeway for cyclists on the roadway;

(d) Provide signalized pedestrian crossings, integrated with transit stops along The Embarcadero at ~~Pacific~~, Bay, Sansome, Filbert, Green, Broadway,

Washington, Market, ~~Mission,~~ Folsom, ~~Bryant,~~ and Brannan Streets and on King Boulevard at ~~Townsend,~~ Second, and Fourth Streets. Establish traffic signals and speed limits which give priority to pedestrian movement across The Embarcadero roadway;

(e) Light the roadway with ~~the same ornamental~~ fixtures similar to those presently found along The Embarcadero. Lighting levels should be sufficient for public safety while avoiding unnecessary glare. Plant ~~a generally continuous row of large~~ street trees with an irrigation system along the right-of-way, transitway and promenade in a way that protects the urban, maritime character of the waterfront and preserves the views of the bay.

Page II.7.40 – Objective 27; Freight Rail Line, Policy 1

~~North of Howard Street, locate the Beltline in the Embarcadero transit median and share tracks with the Embarcadero transit line.~~ Maintain Beltline track north to Piers 30 and 32 if necessary for maritime activities. The Beltline track should share right-of-way with the roadway travel lanes on King Boulevard and The Embarcadero.

Page II.7.40 – Objective 27; Freight Rail Line, Policy 2

~~From Howard Street, relocate the Beltline Railroad to Steuart Street to reduce its impact on the waterfront and create water related activities.~~

Page II.7.40 – Objective 27; Freight Rail Line, Policy 3

~~Between Harrison Street and Pier 38, keep the Beltline in its present location along the inland side of the Embarcadero roadway.~~

Page II.7.40 – Objective 27; Freight Rail Line, Policy 4

~~South of Pier 38 continue the Beltline on its own track but run it in a center median along King Street.~~

Page II.7.40 – Objective 27; Freight Rail Line, Policy 52

~~Maintain~~Accommodate spur tracks to Piers ~~26, 28,~~ 30, and 32 from ~~locations on the inland side of the roadway~~ the relocated Beltline if necessary to serve maritime use.~~ Separate the roadway from the piers south of the Bay Bridge with a wide truck access area. Provide rail storage and additional truck parking for maritime piers on Blocks 3771 and 3772.~~

Page II.7.40 – Objective 27; Transit, Policy 1

~~Build a~~Provide rail transit ~~system to operate on the median dual track transitway (the Embarcadero "E" line)~~ service in an exclusive transitway from Fort Mason to the Southern Pacific Depot. An extension of Market Street surface rail, the F-Line should operate north of Market Street; t~~T~~he vehicles should be historic in character in order to provide a special waterfront transit identity. ~~Make the system compatible with Beltline freight operations and compatible with the Muni Metro light rail vehicles proposed to use the break out from subway service at Steuart Street.~~ South of Market Street the transit service should be a surface extension of the Muni Metro.~~ Provide dual tracks to be shared by the light rail and the cars between Howard Street and the Southern Pacific Depot.~~ Allow for continuous rail transit service along the length of the waterfront in the future.

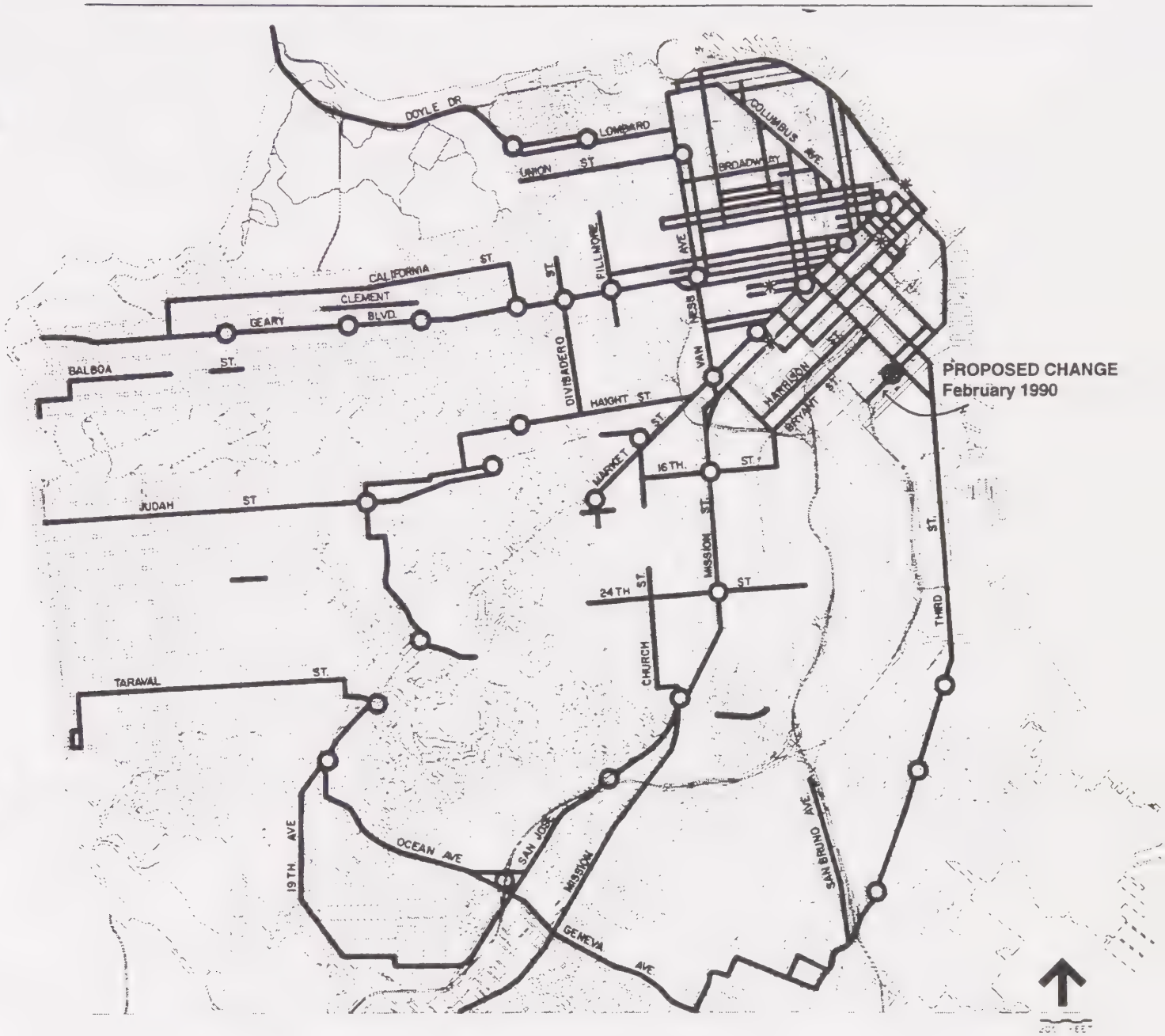
Page II.7.42 – Objective 27; Transit, Policy 2

Provide a storage facility for ~~E Line~~ rail vehicles adjacent to ~~under the stub end of the Interstate 280 freeway near King and Fourth~~ Sixteenth and Owens Streets. ~~, in a small potion of the area proposed as an intercept parking lot.~~

Page II.7.42 – Objective 27; Transit, Policy 3

Provide transit stops at ~~Pacific,~~ Bay, Sansome, Filbert, Green, Broadway, Washington, Market, ~~Mission,~~-Folsom, ~~Bryant,~~-Brannan, ~~Townsend,~~-Second and Fourth Streets.

RLK:430
2/21/90



TRANSIT PREFERENTIAL STREETS PLAN

Map 2

✱ Regional Transit Terminal

O Transit Center

—— Transit Preferential Street

Transit preferential streets (TPS) are based on criteria of transit service density, as measured in transit vehicle and/or passengers per hour and/or a traffic interference conflict area. All surface rail operations (cable car, metro and streetcars) are designated as TPS by fact of the different operating characteristics of rail vehicles. In addition, short segments of a few blocks are designated TPS to connect segments for system continuity.

The transit vehicle density is based on all regularly scheduled public transit operation over the street segment, including Muni, Golden Gate, and Samtrans buses. As transit service levels change, additional street segments may be classified as transit preferential streets.



RAPID TRANSIT PLAN

Map 3

- Rapid Transit Line
- Surface Streetcar Line
- Transit Center
- Combined Bart & Muni Subway Station
- Major Crosstown Bus Route

The final system form (subway, surface, or combination) should be determined after a thorough study considering economic, social and environmental impacts on the neighborhoods and requirements of transit to marin county and the third street corridor. All rapid transit line additions will be the subject of extensive technical studies and public hearings, and are contingent on the availability of resources. The long range transit and circulation requirements of the city indicate a need for further investment in transit to upgrade the quality, efficiency and equity of service to all neighborhoods.



SIGNED BIKEWAYS PLAN

Map 5

——— Class I , Off–Road, Separate Path

••••• Class II , Striped Lanes and Signs

– – – – Class III, Route Signs Only

(▲) American Youth Hostel, Bldg 240, Fort Mason

File 90.087EM
RESIDENCE ELEMENT
RESOLUTION OF
ADOPTION

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 12020

WHEREAS, Resolution No. 12000, a Resolution of Intent to Adopt the Residence Element was unanimously approved by the City Planning Commission at its regular meeting on August 16, 1990; and

WHEREAS, Resolution No. 12000 contained findings related to environmental review, citizen participation, the California Department of Housing and Community Development review process and the Residence Element's consistency with other elements of the Master Plan and with Section 101.1 of the City Planning Code; and

WHEREAS, the The Residence Element - Proposal for Adoption - Revised incorporates amendments proposed on August 16, 1990, by the staff and the Planning Commission, based on the public review process, and further amendments responding to the Housing and Community Development Department review dated August 27, 1990;

THEREFORE BE IT RESOLVED, that the San Francisco City Planning Commission adopts and incorporates those findings related to citizen participation, the California Housing and Community Development review process and the Residence Element's consistency with Section 101.1 of the City Planning Code, including the environmental findings contained in Resolution No. 12000 as "Exhibit C":

BE IT FURTHER RESOLVED that the San Francisco City Planning Commission hereby adopts the document, entitled "Residence", subtitled "Proposal for Adoption" dated July, 1990 (attached hereto as Exhibit A) as amended by the Memorandum of August 9, 1990 (attached hereto as Exhibit B) and by the Planning Commission August 16, 1990 (attached hereto as Exhibit C) and by the Memorandum of September 6, 1990 which contains responses to the review by the Department of Housing and Community Development (attached hereto as Exhibit D) in relation to the environmental findings (attached hereto as Exhibit E).

BE IT FURTHER RESOLVED, that the Department transmit a summary of Board of Supervisors actions required to implement the Residence Element to the Board of Supervisors for its review and information.

I hereby certify that the foregoing resolution was ADOPTED by the City Planning Commission at its regular meeting September 13, 1990.

Linda Avery
Secretary

AYES: Commissioners Bierman, Hu, Morales, Karasick

NOES: None

ABSENT: Commissioners Boldridge, Engmann, Sewell

RESI:62

Exhibit A
Title Page Only

RESIDENCE



RESIDENCE RESIDENCE

RESIDENCE

ADOPTED SEPTEMBER 13, 1990

AN ELEMENT OF THE MASTER PLAN OF
THE CITY AND COUNTY OF SAN FRANCISCO

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 12040

WHEREAS, Mission Bay is generally bounded by Third Street, Berry Street, Fourth Street, the China Basin Channel, China Basin Street, Mariposa Street, Pennsylvania Street, Seventh Street, and Townsend Street; Assessor's Blocks 3795-3798, 3804-3806, 3809, 3810, 3813, 3819, 3822, 3832, 3835, 3837-3841, 3849-3853, 3880, 3892, 3942, and 3944; Lot 2 in Block 3940; portion of Block 3941 westerly of China Basin Street; Lot 6 in Block 3943; Lot 1 in Block 3948; and portion of Block 9900 along China Basin Street; and

WHEREAS, Mission Bay is an underutilized and relatively undeveloped industrial area, formerly railroad yards, with about 100 primarily industrial uses within its approximately 313 acres; and

WHEREAS, The Department of City Planning (hereinafter "Department") has been undertaking a planning and environmental review process for Mission Bay since 1985, during which time the Department has studied the planning and environmental implications of a Mission Bay plan and development agreement, and amendments to the Master Plan, Central Waterfront Plan, City Planning Code and Zoning Map with respect to Mission Bay, and between 1985 and 1989 released for public review a Background and Preliminary Findings Report (November 1985) , Objectives and Policies - Proposal for Citizen Review (December 1985), Choices for Mission Bay - Planning Considerations (June 1986), Objectives and Policies - Revised Draft (September 1986), 21 Special Studies (September 1986), the Mission Bay Plan - Proposal for Citizen Review (January 1987), a Draft Environmental Impact Report (EIR) (August 12, 1988), a Supplemental EIR (March 17, 1989) and a variety of other documents, and conducted numerous public forums, workshops and small group meetings, and provided for appropriate public hearings before the City Planning Commission; and

WHEREAS, Santa Fe Pacific Realty Corporation (Catellus Development Corporation's former business name until June 1,1990) submitted its application for Environmental Review on September 22, 1986, under case file no. 86.505E; and

WHEREAS, The City amended the San Francisco Administrative Code by adding Chapter 56 thereto on August 1, 1988, to permit execution of development agreements between the City and developers for large multi-phase and mixed use development projects such as the Mission Bay project; and

WHEREAS, Catellus Development Corporation, ("Catellus") the applicant and developer, filed its Development Agreement Application for the Mission Bay project (case file no. 86.505) with the Department on May 1, 1989, pursuant to state law and Chapter 56 of the San Francisco Administrative Code; and

WHEREAS, On January 31, 1990, the Department released for public review proposed plans and programs, including the Mission Bay Plan - Proposal for Adoption Chapters 1, 2 and 3 as a proposed addition to the Master Plan and the Central Waterfront Plan, a Summary - Mission Bay Proposal, and a Fiscal and Financial Evaluation of the Mission Bay Project; and

WHEREAS, On March 23, 1990, the Department released for public review proposed plans and programs, including the Housing Proposal for Mission Bay, the Affirmative Action and Economic Development Plan for the Mission Bay Project, Mission Bay Child Care Facilities Plan, Mission Bay Cultural Center, Synopsis of Hazardous Materials Investigation and Remediation Program, Energy Plan for Mission Bay, Recommended Water Conservation Measures to the Extent Feasible, Mission Bay Emergency Response Plan and Mission Bay Business Relocation Assistance Plan; and

WHEREAS, On June 1, 1990, the Department released for public review Environmental Impact Report (EIR) Volume Four, Draft Summary of Comments and Responses, which provides a summary of written and oral comments received during the public comment period (Draft EIR - August 12 to November 21, 1988; Supplemental EIR - March 17 to May 5, 1989) and public hearings (Draft EIR - September 22, October 6, October 27 and November 10, 1988; Supplemental EIR - April 20, 1989), and responses to those comments; and

WHEREAS, On June 29, 1990, the Department released for public review the Mission Bay Plan Chapter 4 - Implementation, with implementation measures, and proposed amendments to the Central Waterfront Plan, a part of the Master Plan, and the Residence, Commerce and Industry, Transportation, and Urban Design Elements of the Master Plan, to reflect provisions of the Mission Bay Plan; and

WHEREAS, On June 29, 1990, the Department released for public review City Planning Code amendments to add an Article 9, and amendments to the Zoning Map (Use Districts and Height & Bulk Districts), to provide appropriate zoning within the Mission Bay area for the Mission Bay Plan; and

WHEREAS, The Department on August 6, August 16, August 20, August 21, and August 23, 1990 subsequently proposed further amendments to the Master Plan (including the Recreation and Open Space, and the Community Facilities Elements), City Planning Code (including Sections 102, 201 and 202) and Zoning Map; and

WHEREAS, The City and Catellus negotiated the terms of a proposed development agreement, and on June 29, 1990, the City released for public review a proposed Development Agreement By and Between the City and County of San Francisco and Catellus Development Corporation Relative to the Development of Property in the Mission Bay Planning Area, with Exhibits; and

WHEREAS, The Mission Bay Plan has evolved over time, beginning with an early proposal by the Southern Pacific Company, a Catellus predecessor, in 1981 which included about ten million square feet of commercial space up to 25 stories in height, two hotels totaling 2,100 rooms, up to 9,000 housing units at 160 units per acre, and ten acres of open space in Mission Bay, which proposal was revised in 1983 to provide for 22 million square feet of commercial and industrial space up to 42 stories in height, a 500-room hotel, 7,000 housing units at 140 units per acre, and 40 acres of open space; and

WHEREAS, In 1987, the Department's Mission Bay Plan - Proposal for Citizen Review included about seven million square feet of commercial and industrial space up to eight stories in height, a 500-room hotel, 7,700 housing units (2,300 affordable, averaging $125,000), and 70 acres of open space; and

WHEREAS, In January 1990, the Mission Bay development proposal included 8,000 housing units (3,000 affordable, averaging $98,000), 4.8 million square feet of office, 900,000 square feet of commercial/light industrial, 735,000 square feet of retail, a 500-room, 400,000 square foot hotel, fire and police stations, recreation and cultural centers, a school site, a Public Utilities Commission MUNI Metro storage, maintenance and administrative facility, a public facilities site, and about 69 acres of publicly-accessible open space and parks; and

WHEREAS, In August 1990, the development proposal was modified to provide for, among other things, up to 8,270 housing units (3,000 affordable, averaging about $80,000) on-site, and for a contribution by Catellus to the acquisition and/or rehabilitation of an additional 250 very low income affordable housing units off-site, and up to 750,000 square feet of retail; and

WHEREAS, The amendments to the Master Plan would add the Mission Bay Plan, a Specific Plan within the meaning of Government Code §65450 et seq. for the Project area, including (a) objectives, policies and associated text, (b) a description of the program, character, and specific land uses including design guidelines, (c) implementation measures, and (d) transportation management, energy conservation, water conservation, business relocation and emergency response plans; and

WHEREAS, The amendments to the Master Plan would amend the Central Waterfront Plan by (a) incorporating the Mission Bay Plan and its area into the Central Waterfront Plan by replacing the China Basin area, with the Mission Bay Plan and incorporating into the Central Waterfront Plan the two blocks between Third and Fourth Streets at King Street, (b) modifying the Central Basin area to exclude those portions within the Mission Bay area and amend maritime policies related to maritime activities, and deleting a policy concerning massing of development heights into a hill-like shape, (c)

modifying the land use, industry, maritime, commerce, residence, transportation, recreation and open space, and urban design policies to apply to the Showplace Square, North Potrero, Central Basin, Islais Creek and Lower Potrero areas, and (d) incorporating new information that has become available in the decade since the original adoption of the Central Waterfront Plan; and

WHEREAS, The amendments to the Master Plan would also amend (a) maps in the Master Plan Elements to reflect the new land use policies embodied in the Mission Bay Plan and incorporate aspects of the Mission Bay Plan, as appropriate, in the Residence, Commerce and Industry, Transportation, Urban Design, Recreation and Open Space, and Community Facilities Elements, and (b) policies in the Commerce and Industry Element concerning displacement of industrial firms; and

WHEREAS, The City Planning Commission (the "Commission") held workshops and duly noticed public hearings on March 29, April 12, May 3, May 24, June 4, June 18, June 28, July 5, July 16, July 19, July 26, July 30, August 2, August 6, August 9, August 13, August 16, August 20, August 21, and August 23, 1990, totaling over 70 hours during this period, to consider these matters; and

WHEREAS, The Mission Bay project would provide important City-wide public benefits (many of a scope which exceeds those required by existing ordinances and regulations) including but not limited to a major waterfront park system, an affordable housing plan, an affirmative action and economic development plan, a cultural center and other community facilities, child care fees and facilities, a school site and fees, and a comprehensive hazardous materials investigation and remediation plan; and

WHEREAS, The Director of Planning (the "Director") on August 13, 16, 20, 21, and 23, 1990, recommended modifications to the proposed Development Agreement and Mission Bay Plan, and related amendments to the Master Plan, City Planning Code and Zoning Map; and

WHEREAS, A Final Environmental Impact Report has been prepared by the Department, consisting of the Draft Environmental Impact Report, the Supplement to the Draft EIR, comments received during the review periods, any additional information that became available, and the Draft Summary of Comments and Responses, as required by law; and

WHEREAS, The Mission Bay Environmental Impact Report files and other Mission Bay related Department files have been made available for review by the Commission and the public, and these files are part of the record before the Commission; and

WHEREAS, On August 23, 1990, the City Planning Commission reviewed and considered the Final Environmental Impact Report, and by Motion No. 12006, found that the contents of said report and the procedures through which the Final Environmental Impact Report was prepared, publicized and reviewed complied with the provisions of the California Environmental Quality Act (CEQA), the CEQA Guidelines and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, On August 23, 1990, by Motion No. 12006, the Commission found that the Final Environmental Impact Report was adequate, accurate and objective, and that the Summary of Comments and Responses and its subsequent memoranda contained no significant revisions to the Draft and Supplemental Environmental Impact Reports, and certified the completion of the Final Environmental Impact Report in compliance with CEQA and the CEQA Guidelines; and

WHEREAS, On August 23, 1990, by Motion No. 12006, the Commission adopted findings of significant environmental impacts associated with Variant 12 of Alternative A (which most closely resembles the Mission Bay Project as defined in Attachment A hereto (the "Project"), now proposed for adoption), which could not be mitigated to a level of insignificance, which findings are modified as provided in Article V of the Mission Bay Findings, dated September 7, 1990, as amended on September 13 and 20,1990, attached hereto as Attachment A, and incorporated herein by reference; and

WHEREAS, On August 23, 1990, the Commission closed the public hearing, and in response to the extensive public testimony received at the Commission workshops and public hearings, and to address concerns identified by the Commission, the Commission adopted Resolution No. 12008 directing the Department to modify the proposed Mission Bay Plan and related amendments to the Central Waterfront Plan and Elements of the Master Plan ("Master Plan Amendments"), the proposed Development Agreement, and the City Planning Code and Zoning Map amendments (together with the Master Plan Amendments and the Mission Bay Plan hereinafter referred to as the "Mission Bay Documents"), in consultation with the City Attorney's Office, and to prepare other documents, as appropriate, to incorporate amendments in 47 specific areas as identified in that resolution and, where appropriate, to incorporate other amendments considered desirable to clarify language or provide for conformity between documents, and to prepare materials for the Commission's consideration on September 13, 1990; and

WHEREAS, The Commission in its Resolution No. 12008 on August 23, 1990 stated that if appropriate modifications were incorporated into the Mission Bay Documents to the Commission's satisfaction, so that the Project, as so modified, would provide important public benefits to the City, then the Commission intended to approve the Mission Bay Plan, the Master Plan Amendments, and to approve and recommend approval of the proposed Development Agreement and City Planning Code and Zoning Map amendments to the Board of Supervisors; and

WHEREAS, Appropriate modifications were made to the Mission Bay Documents, and, upon determining that the proposed Master Plan Amendments did not require further revisions, the revised Mission Bay Plan and other revised Mission Bay Documents were made available on September 7, 1990 and on September 13, 1990, to the public and to the Commission for the Commission's review, consideration and action; and

WHEREAS, The Commission on September 13, 1990 considered these and further modifications, heard public testimony, and continued these matters to September 20, 1990; and

WHEREAS, The proposed modifications were further revised by the Department, and such further modifications were presented to the Commission and made available to the public on September 20, 1990, for the Commission's review, consideration and action; and

WHEREAS, The Commission on September 20, 1990 considered all modifications presented to the Commission, heard public testimony, directed the preparation of further modifications, and continued these matters to September 27, 1990 at 11:00 am.; and

WHEREAS, The Department prepared proposed modifications to the Master Plan as published on September 7, 1990 and presented the Mission Bay Master Plan to the public and the Commission on September 27, 1990; and

WHEREAS, The Commission hereby finds that the modifications to the Mission Bay Plan and other Mission Bay Documents responded to the Commission's directive and reflected its intent in adopting Resolution No. 12008 and are necessary, desirable, and appropriate; and

WHEREAS, Based on the Commission's review of the Mission Bay Final Environmental Impact Report (the "FEIR") and the Memoranda to the Commission from the Environmental Review Officer (dated August 2, 6, 20, and 23, 1990) and the memoranda to the Mission Bay EIR file (dated September 6 and 13, 1990), the Commission hereby finds that: (1) modifications incorporated into the Project will not require important revisions to the FEIR, and do not involve new significant environmental impacts, (2) no substantial changes have occurred with respect to the circumstances under which the Project is undertaken which would require important revisions to the FEIR due to involvement of new significant environmental impacts, and (3) no new information of substantial importance to the Project has become available which would indicate the need for subsequent analysis of the environmental impacts, alternatives or mitigation measures; and

WHEREAS, The Department has prepared proposed Mission Bay Findings, as required by CEQA, regarding the alternatives and variants, mitigation measures and significant environmental impacts analyzed in the FEIR, overriding considerations for approving the Project, and a proposed mitigation monitoring program, which material was

made available on September 7, 1990, to the public and to the Commission for the Commission's review, consideration and action; and

WHEREAS, The proposed Mission Bay Findings were amended by the Department, and such amendments were presented to the Commission and made available to the public on September 13 and 20, 1990, for the Commission's review, consideration and action; and

WHEREAS, The Commission has reviewed and considered the Mission Bay Findings, and based on the Mission Bay Findings the Commission will amend the proposed Development Agreement to incorporate the mitigation measures as Special Conditions, to be set forth in Exhibit A-5 of the Development Agreement; and

WHEREAS, The Commission hereby finds that all significant environmental effects associated with the Project, as described in the Mission Bay Findings and the FEIR, have been fully and adequately analyzed in the material before the Commission, and no additional information is required to make an informed decision regarding the environmental impacts of the Project and the appropriate mitigation measures; and

WHEREAS, The Commission has reviewed the proposed amendments to the Master Plan Amendments and finds that the Mission Bay Plan is consistent with the Master Plan Amendments, as amended herein, and finds that the Master Plan, as so amended, is internally consistent; and

WHEREAS, The proposed Mission Bay Plan and the Master Plan Amendments are, on balance, consistent with the Eight Priority Policies of City Planning Code Section 101.1, based upon the Mission Bay Project's:

(1) providing substantial new neighborhood-serving retail uses, thereby enhancing opportunities for resident employment in and ownership of such businesses;

(2) protecting existing housing and neighborhood character by providing new housing and job opportunities in an underutilized area, and reducing development pressures on existing neighborhoods;

(3) increasing the City's supply of affordable housing by providing opportunities for 3,000 units of affordable housing on-site, and funding acquisition and/or rehabilitation of another 250 very low income housing units off-site;

(4) providing transportation and public transit improvements, and mandatory transportation management programs so that existing transportation is not overburdened;

(5) providing for new light industrial and service uses, thereby providing future opportunities for resident employment and ownership in the light industrial and service sectors;

(6) providing for the construction of buildings which meet modern earthquake standards so as to achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

(7) providing for the possible retention of the fire station and Third and Fourth Street bridges, and having no negative effect on any landmark or historic building; and

(8) providing new publicly-accessible parks and open spaces, including improved public access to the waterfront, without affecting any existing parks or open spaces; and

THEREFORE BE IT RESOLVED, That the City Planning Commission hereby adopts, as required by CEQA, the Mission Bay Findings dated September 7 as amended September 13 and September 20, 1990 attached hereto as Attachment A, and incorporated by this reference, with respect to actions taken herein;

AND BE IT FURTHER RESOLVED, That the City Planning Commission, having received public testimony during the course of its workshops and public hearings, and having reviewed the recommendations and the revised Mission Bay Documents prepared by the Director of Planning and released on September 7, 1990, and further revised and released on September 13 and September 20, 1990 hereby ADOPTS the Mission Bay Plan dated September 20, 1990 (as published on January 31, 1990 (Chapters 1, 2 and 3) and on June 29, 1990 (Chapter 4) and as revised and republished on September 7, 19990, as amened per the Mission Bay Master Plan Amendment Errata list dated September 27, 1990 in the form hereby approved by the Commission) as part of the Master Plan (Exhibit 1);

AND BE IT FURTHER RESOLVED, That the Commission hereby ADOPTS amendments to the Central Waterfront Plan in the form published on September 7, 1990, to provide for consistency within the Master Plan (Exhibit 2);

AND BE IT FURTHER RESOLVED, That the Commission hereby ADOPTS amendments to the Commerce and Industry, Transportation, Urban Design, Recreation and Open Space, and Community Facilities Elements of the Master Plan in the form published on September 7, 1990 to provide for consistency within the Master Plan (Exhibit 3);

AND BE IT FURTHER RESOLVED, That the Commission hereby directs the Director of Planning to prepare appropriate modifications to the Land Use Index of the Master Plan to refer to Mission Bay materials therein as appropriate;

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on September 27, 1990.

Linda Avery
Secretary

AYES:	BIERMAN, ENGMANN, HU, MORALES, NOTHENBERG
NOES:	NONE
ABSTAINED:	NONE
ABSENT:	BOLDRIDGE, SEWELL

September 27, 1990

Mission Bay
Master Plan Amendment Errata

Note: These errata modify the September 7, 1990 Mission Bay Plan and Master Plan documents, and are black-lined to show modifications.

1. Mission Bay Plan Chapter 3

p. 3-84: Item 8, add at end "(at least 75% of the total open space shall be open to the public during daylight hours)" - *per Condition #23*

2. Mission Bay Plan Chapter 4

p. 9: First bulleted item should read "provided on- or off-site" and add at end ", with this ratio subject to the specific terms and conditions of the Development Agreement (Exhibit A-1, Section 2)." - *clarification*

At second bulleted item, add at beginning, "Affordable housing on- and off-site must represent 37.5% of the total housing.", and at end "(Exhibit A-1, Section 9(a))" - *clarification*

For the previously distributed Insert #2, add at end "(Exhibit A-1, Section 9(a))" - *clarification*

p. 15: At end of last paragraph before bridges, add "An increase in parking and turnaround areas will be considered part of Mission Bay Green." - *clarification of condition #21*

p. 25: Add at bottom of page "4. The City will allow expansion of existing non-conforming uses within Mission Bay until the Project Sponsor proceeds with development, in accordance with provisions of the City Planning Code, Article 9."

3. Residence Element of Master Plan

No additional amendments are necessary, as amendments reflecting the Mission Bay Plan, specifically the Generalized Residential Land Use Plan Map and the Residential Density Plan Maps, were adopted by the Commission when it adopted the Residence Element on Seprember 13, 1990. - *clarification*

CENTRAL WATERFRONT PLAN

INTRODUCTION

SCOPE AND ORGANIZATION

The geographic area covered in the Plan is comprised of a number of subareas shown on Map 1. The Plan begins with introductory material covering the purpose of the Plan, relation to the Master Plan and Background. The Plan is then divided into two parts. Part I contains general objectives and policies for the Showplace Square, Central Basin, North Potrero, Islais Creek and Lower Potrero subareas followed by specific objectives and policies for each subarea. Part 2 contains objectives and policies for the Mission Bay subarea. This part is separately published as the Mission Bay Plan. It has been organized to qualify as a Specific Plan pursuant to state law and is the subject of a development agreement between the City and County of San Francisco and Catellus Development Corporation.

Purpose

The purpose of this Area Plan is to guide the future development of the Central Waterfront in a manner serving the varying needs and interests of San Francisco. The Plan establishes goals, objectives and policies providing direction for private and public investment in the area. It calls for development that will meet the City's pressing economic and employment needs without sacrificing environmental quality. The Plan is part of the San Francisco Master Plan and will set the official planning policies for the area.

Relation to the Master Plan

The updating and revision of the City's Master Plan as mandated by State law and the City Charter has resulted in the adoption of numerous plan elements. One of them, the Commerce and Industry Element, sets forth the planning principles to be applied in shaping the economic future of the City.

A critical issue addressed in the Commerce and Industry Element concerns the changing structure of the San Francisco economy. The once strong industrial component has declined and given way to the rapidly expanding office and commercial sectors. This structural shift in the local economy is mirrored in the changing composition of the labor force employed in the City.

Problems arising from this changing economic function of the City are becoming increasingly apparent. There is the danger stemming from overreliance on a limited number of economic sectors to provide jobs, especially during recessionary periods. The ability and speed with which resident workers can adjust to the job requirements of white collar employment remains uncertain. The daily influx of several hundred thousand commuters has adverse effects on air quality, traffic congestions, parking and the demand for scarce public services. The character of San Francisco neighborhoods is also being altered. White collar professionals seeking living quarters have pushed up the price of housing and their spending patterns have led to changes in the type of goods and services offered on neighborhood commercial streets.

The above factors were considered in arriving at the objectives in the Commerce and Industry element strongly favoring the diversification of San Francisco's economic base. The implementation program for the element calls for the preparation of industrial district improvement plans as one means of realizing these objectives. The Central Waterfront Area Plan represents one step toward fulfilling this task.

The Central Waterfront Area Plan emphasizes maritime and economic development policies, as well as housing policies, while at the same time establishing policies regarding transportation, recreation, commerce and urban design. The formulation of these policies is based on the existing policies established in the various elements of the Master Plan.

BACKGROUND

Description

The Central Waterfront covers the eastern shoreline of San Francisco between China Basin and Islais Creek and adjacent inland areas. The land area totals 900 acres or 1.4 square miles.

Industrial uses dominate the Central Waterfront; however, much of the industrial activity takes the form of low intensity distribution functions such as wholesaling and storage. Until recently, railyards consumed approximately one-third of the land. Trucking and warehousing facilities are present on the rail property as part of the railroad's intermodal operations. Manufacturing activity is limited and generally declining, though several manufacturers remain healthy. Some industrial buildings have been salvaged through commercial reuse. A major design center has emerged in the northwest section of the area, having been developed through the conversion of brick warehouses to showrooms for interior design products.

The Port of San Francisco has jurisdiction over much of the shoreline of the Central Waterfront area. Current maritime activities within this area include: Pier 48 - Forrest Terminals Paper dock; Pier 50 - break bulk general cargo dock; Pier 54 - Continental Maritime welding/ship repair facility; Pier 70 (Alvord Grant) - auto terminal and fuel dock; Pier 80 - San Francisco Container Terminal North; and Pier 84 - general cargo dock. In association with these maritime

operations, two major railroad holding yards existed - Santa Fe Railroad and Southern Pacific Railroad's Mission Bay Yard. These railroads served the Port and other industries based in San Francisco.

Also located along the shoreline within Port jurisdiction is the former Bethlehem Steel Shipyard. This yard consists of a number of dry docks for repairs of merchant vessels, as well as "ship ways" for the construction of barges.

The Central Waterfront area contains uses other than those involving industrial and port-related maritime activities such as boat clubs and small boat repair yards. A small residential neighborhood of several hundred inhabitants and supporting commercial uses is situated east of Potrero Hill and a houseboat community is berthed in China Basin Channel. Other commercial uses in the area cater to the needs of workers and businesses. Recreational opportunities are provided at Warm Water Cove and Agua Vista Park on the shoreline where public access points to the Bay have been established. A MUNI bus maintenance yard is also located in the area.

Access to the Central Waterfront is afforded through the close proximity of the freeway network and through local transit service and a commuter railroad. Although it appears that access to the Central Waterfront might be adequate, bus and rail service are infrequent. The lack of parking for trucks and automobiles and the poor condition of public streets also act as hindrances to the area's accessibility.

History

The Central Waterfront area exists today as a man-made landscape. Its natural appearance prior to the incorporation of the City and County of San Francisco has undergone a complete transformation. The creeks, marshes, waters and hills that dominated the area in 1850 have vanished in favor of flat lands and Bay fill. This transformation occurred early in the City's history and was accompanied by the development of industrial, maritime and residential uses.

The section of the Central Waterfront north of 16th Street, now used for industrial and railroad activities, covers the former site of Mission Bay and Mission Creek. The waters of Mission Bay included approximately 260 acres, and though shallow, were navigable by draft vessels. Mission Creek was the main drainage for the eastern slopes of Twin Peaks and adjacent areas and was lined with salt marshes where Bay tides intruded. The marshes surrounding Mission Bay and Mission Creek occupied an additional 330 acres and extended inland westward of Potrero Hill to what is now Twentieth and Harrison Streets.

Filling of the marshes commenced in the 1850's and was undertaken by individual lot owners and as part of the construction of toll roads that bridged Mission Bay. Southern Pacific railroad acquired the bulk of the Mission Bay property in 1868 and 1869 from the State of California and private land owners. The railroad gradually filled Mission Bay during the later 19th and the early 20th centuries.

The filling of Mission Bay was aided by the action of the Atchison, Topeka and Santa Fe railroad in the China Basin area. As part of a lease condition from the State of California, the railroad in 1901 and 1902 reclaimed the tidelands and developed tracks and warehouse facilities. Only China Basin Channel was spared reclamation and remains today as a waterway.

Land use in the area was dominated by railroad activities, though other uses existed outside the railyards. To the west, where reclamation occurred earliest, brick warehouses were constructed as the area assumed an industrial character. On the waterfront, several finger piers were in active maritime use. One of these, Pier 50, is now the site of MIssion Rock Terminal. With a capacity to berth six ships simultaneously, it was the largest pier on San Francisco Bay when completed in 1950.

The section of the Central Waterfront south of Central Basin to just north of Army Street was once a peninsula known as Potrero Point. The slopes of the peninsula extending from Potrero Hill rose to an altitude of 100 feet or more above the Bay. The area has been flattened and filled over the years to such an extent that no vestige of its former shape remains.

The deep water adjacent to Potrero Point created an excellent opportunity site for development. The earliest activities to locate there were shipbuilding, ship repair and gunpowder storage. The Tubbs Cordage Company was established in 1856 on a leveled site now occupied by Muni's Woods Yard. Included in the project was a 1500 foot rope walk which extended into the Bay and probably served a secondary purpose as a loading wharf. William Alvord received a grant of submerged property which he filled in order to construct the Pacific Rolling Mills in 1867. Pier 70 is now on this site. As fill increased, other industries located in the Potrero Point area. The San Francisco Gas Light Company commenced operations in 1872 and parts of it exist today in the present plant owned by the Pacific Gas and Electric Company. Other factories set up in this area included the California Poppy Soap Company, the Sea Island Sugar House, and the California Sugar Refinery.

The major leveling of hills on Potrero Point occurred in conjunction with the construction of the Union Iron Works in the 1880's. Though originally known for machinery production, the Union Iron Works was also active in the shipbuilding field. Its purchase in 1905 by Bethlehem Steel led to an expansion of its shipbuilding efforts. Ship production peaked during the two world wars and was augmented with repair and maintenance work during other times.

The decision by Western Pacific railroad to fill its property south of the Gas Works finalized the elimination of Potrero Point as a peninsula. The Potrero Point shoreline was thus united with that of Islais Creek Basin.

The urban transportation system of the 19th century would not allow the separation of residential from industrial land uses to the degree that prevails today. Workers required housing in close proximity to their places of employment. Homes, hotels and boarding houses were constructed in the Central Waterfront area as residences for workers. Irish Hill was once a prominent working class neighborhood in the area until it was demolished to accommodate Bethlehem

shipyard expansion during World War II. With few exceptions, most residences were demolished over the decades. The remaining ones can be found in a neighborhood adjacent to Twenty-second Street along Tennessee Street near Eighteenth Street.

The section of the Central Waterfront from Twenty-fifth Street south to Islais Creek Channel developed most recently. Islais Creek originally drained the area stretching from Twin Peaks and Glen Park to Alemany Gap before flowing into San Francisco Bay. It still flows into San Francisco Bay, although its course today runs through a concrete aqueduct beneath Interstate 280.

Islais Creek and the marshes surrounding were viewed as a barrier to the southern development of San Francisco. Organized efforts for reclamation were unsuccessful until 1925, when the passage of State legislation enabled the creation of the Islais Creek Reclamation District. The District was successful in filling the marshes and tidelands, dredging Islais Creek, and including a turning basin at its western end to allow room for ship maneuvering.

Industrial development was generally delayed until after World War II. During the war the area was the site of temporary housing. Demolition occurred after the war and much of the area was subsequently developed as a industrial park with single story concrete buildings. South of Army Street, food and oil processing plants were developed.

The most recent filling of Islais Creek occurred during the construction of Pier 80, formerly the Army Street ship Terminal. Financed by a bond issue approved by California voters in 1958, the terminal went into operation in 1967.

Land modification and Bay fill, both to accommodate the needs of economic activities, epitomize the historical development of the Central Waterfront. The recent history has taken a different turn. The establishment of the Bay Conservation and Development Commission, empowered to control activities on the Bay shoreline, has led to severe limitations on Bay filling. Changes in the locational economics of industry have resulted in firm closures and relocations. The area today is suffering from economic deterioration with employment and production drastically reduced from former levels.

Conditions and Trends

Key indicators of the general conditions in the Central Waterfront all declined during the last several decades. The data on trends in population, land use and employment documents the magnitude of the decline. Projections for these indicators show a further decline, although the bright spots now appearing in the economy suggest a more favorable future is attainable for the area.

The residential population of the Central Waterfront, which totaled 531 in 1970, increased slightly to 614 in 1980. The area is benefitting from private rehabilitation and the condition of the existing 280 housing units is improving.

The entire Central Waterfront area encompasses 903 acres. Of this total, Mission Bay covers 315 acres. The 130 acres in Showplace Square is used primarily for apparel and interior design wholesale, storage and showroom facilities. Data collected from a 1987 land use inventory indicates 482 acres in the Lower Potrero and waterfront areas of which 302 acres remain industrial, 18 acres are vacant, 58 acres in railroad easements under freeways and the remaining 108 acres are in a mix of uses.

With the proximity of the Central Waterfront to downtown, the general trend toward intensification of land use has begun. Much of the new construction has continued in the form of low intensity uses such as trucking depots and warehouses. The development of showrooms for interior design products in formerly vacant warehouses in the Showplace Square area represents a healthy economic trend. This is being augmented by the establishment of commercial service uses to support the showroom activities.

From 1965 to 1970, when citywide employment increased by 12 percent, employment in the Central Waterfront dropped by 22 percent from 16,304 to 12,557 jobs. Major declines were registered in manufacturing and wholesale trade with transportation showing a smaller decline. Minor employment gains occurred in construction and commercial activities. The area has suffered additional employment losses since 1970 with the closing and relocating of firms in the metals products and ship repair industries. 1980 census data shows 11,004 persons employed in the Central Waterfront area. Of these, a significant portion (3,512) were employed in manufacturing jobs. This overall decline in jobs continued through 1985. Currently about 600 people are employed on the piers in this area. One facility accounts for about 70% of this total.

Two exceptions to the decline in manufacturing employment are the apparel industry and the wholesale interior design industry. Numerous firms in each field have recently located in the area. Increases in construction employment are due to the area's use for the storage of construction supplies. Though new trucking, warehousing and wholesale trade facilities have been constructed, potential net employment gains have been offset by closures and relocations of older firms and other losses of employment due to technological change and declining citywide demand.

Maritime trade through the Port of San Francisco has increased slowly since the mid-1960's, in part due to overall increases in Pacific Rim trade. However, the Central Waterfront has felt the effects of the decline in San Francisco's share of regional Port activity. While most piers do support some maritime activity, it is at a level below their cargo-handling capacities.

The decrease in the Port's share of general cargo trade can be attributed to technological changes within the maritime industry. Containerization has created the demand for the construction of new facilities at ports throughout the world. Whereas the Port of San Francisco did not convert to containerization until fairly recently, the Port of Oakland, with federal assistance, developed one of the world's largest container ports and subsequently, drew shipping lines from San Francisco.

Modern port facilities require substantial back-up land for equipment operation, storage, and intermodal cargo transfers. The bulk cargo and related maritime activities north of Sixteenth Street are served by limited back-up land. Investment in new capital facilities by the Port of San Francisco has occurred in the area south of China Basin where adequate back-up land is available. This southerly shift in the Port's maritime operations is reflected in the cargo tonnage statistics: In 1969, the Port's cargo tonnage was equally distributed between the piers north and south of China Basin; by 1987, over 80% of the cargo was handled in the southern portion.

Present and future trends point to the strong potential for revitalizing San Francisco's maritime economy. Cargo projections for the upcoming decades show increasing maritime traffic for Bay ports. Congestion at other West Coast ports combined with the availability of facilities in San Francisco should give the Port an opportunity to attract an increase in shipping activity. The expansion of trade with the Pacific Rim countries should also have a long-term positive impact on the Port of San Francisco.

Favorable economic trends are beginning to appear in the Central Waterfront. The previously identified healthy components of the local economy, apparel manufacturing and interior design activities, are now undergoing expansion and future growth is anticipated. The prospect of the 8,000 new housing units and over six million square feet for employment in Mission Bay signal the healthy redevelopment of that portion nearest downtown. Changing conditions in the overall San Francisco economy could also bode well for the Central Waterfront. The boom in downtown highrise construction is causing some displacement of professional firms which are relocating in the South of Market area and are forcing upward pressure on rents. The displaced firms are often able to outbid existing industrial and downtown support activities for space. Many South of Market firms are seeking suitable sites for operation elsewhere within San Francisco. The Central Waterfront is one of the few areas in the City that can accommodate industrial uses. This trend, combined with an expected increase in transportation costs from the suburbs could make the Central Waterfront a desirable location for certain industries. The growing desire for shorter commutes will also encourage the development of more housing near central workplaces.

Although statistical projections show a continuation of the declines in historic area land uses, the local economy is expected to grow as the mixed use Mission Bay development is implemented and as the specialized apparel and interior design industries continue to thrive. Maritime trade could increase, but only if the Port of San Francisco is aggressive in developing and marketing modern cargo-handling facilities. The Central Waterfront's general attractiveness could also be boosted by the competition for a limited supply of industrial land in San Francisco.

OBJECTIVES AND POLICIES - PART I

SHOWPLACE SQUARE, CENTRAL BASIN, NORTH POTRERO, ISLAIS CREEK AND LOWER POTRERO SUBAREAS

OVERALL GOAL

The overall goal of the Plan for these subareas is to create a physical and economic environment conducive to the retention and expansion of San Francisco's industrial and maritime activities. This goal is set forth in order to reverse the pattern of economic decline in the area and to establish a land base for the industrial and maritime components of the San Francisco economy. The following objectives and policies are designed to:

1. Increase employment opportunities for San Francisco's unemployed and underemployed residents;

2. Enhance the working environment to stimulate business growth; and

3. Improve the area's appearance and attractiveness.

LAND USE

OBJECTIVE 1

STRENGTHEN AND EXPAND LAND USES ESSENTIAL TO REALIZING THE ECONOMIC POTENTIAL OF THE SUBAREAS.

POLICY 1

Encourage the intensification and expansion of industrial and maritime uses.

POLICY 2

Preserve and protect the subareas as a land base for San Francisco industry. Prevent the conversion of land needed for industrial or maritime activity to non-industrial use.

POLICY 3

Promote new development which has minimal adverse environmental consequences. Assure that the adverse environmental impacts of new development are fully mitigated.

OBJECTIVE 2

MAINTAIN AND DEVELOP ADDITIONAL USES ON LAND DETERMINED TO BE SURPLUS TO INDUSTRIAL AND MARITIME NEEDS.

POLICY 1

Preserve existing residential uses and develop limited new housing.

POLICY 2

Retain existing commercial uses and expand as needed to serve increases in the working and residential populations.

POLICY 3

Improve, expand and develop recreational areas at established public access points along the waterfront enabling public use and enjoyment of the shoreline.

INDUSTRY

OBJECTIVE 3

RETAIN, EXPAND AND PROTECT INDUSTRIAL ACTIVITY.

POLICY 1

Promote industrial expansion through maximizing and intensifying the use of existing facilities and properties, rehabilitating older industrial structures and developing vacant land with industrial uses.

POLICY 2

Encourage the consolidation of rail operations and unnecessary tracks and facilities to increase land available for industry. Maintain and, as needed, upgrade rail service to San Francisco.

POLICY 3

Develop and promote training programs to target local residents for employment opportunities resulting from new economic development.

POLICY 4

Establish and promote financing programs to provide funds for local business development.

POLICY 5

Support the expansion of small businesses and firms in newly emerging industries.

POLICY 6

Encourage the growth of firms which strengthen or complement the maritime operation of the Port, either by directly engaging in maritime activities or by providing ancillary services which serve or support maritime activities.

POLICY 7

Remove antiquated and overly restrictive provisions from City codes that impose undue burdens on industry and restrict expansion efforts, but maintain requirements designed to protect and enhance environmental quality.

POLICY 8

Avoid encroachment of incompatible land uses on viable maritime-oriented and other industrial activity by appropriately zoning and mapping industrial districts. Resolve potential land use conflicts in a manner that recognizes the importance of industrial activity to the well-being of San Francisco.

POLICY 9

Deliver key public services, including police, fire, sanitation and transportation at levels necessary to support and encourage industrial activity.

POLICY 10

Assist firms displaced from other parts of San Francisco, especially those displaced by downtown office expansion, in locating in the subareas.

POLICY 11

Attract new industries that create employment opportunities for City residents, add tax revenues in excess of public service costs and strengthen and diversity San Francisco's economic base.

MARITIME

OBJECTIVE 4

RETAIN AND EXPAND MARITIME USES ALONG THE CENTRAL WATERFRONT SHORELINE.

POLICY 1

Retain, improve and expand all existing maritime general cargo facilities along the Central Waterfront (Piers 48, 50, 70 and 80).

POLICY 2

Retain all existing ship repair operations along the Central Waterfront (Pier 54 and the former Bethlehem Yard.)

POLICY 3

Encourage the expansion and modernization of maritime cargo handling facilities and the development of container facilities along the waterfront south of Mariposa Street.

POLICY 4

Reserve land adjacent to the waterfront as required for maritime support use.

COMMERCE

OBJECTIVE 5

PROVIDE A QUANTITY AND MIX OF COMMERCIAL ACTIVITIES NECESSARY TO SERVE THE LOCAL NEEDS OF THE SUBAREAS.

POLICY 1

Promote the retention and improvement of existing commercial activities that support local residential, industrial, maritime and recreational uses.

POLICY 2

Support the expansion of commercial uses if needed to serve demand generated by new development.

POLICY 3

Prevent new office development, except that which serves a principal industrial or maritime use.

POLICY 4

Encourage water-oriented commercial recreation activities at public access points along the shoreline.

RESIDENCE

OBJECTIVE 6

RETAIN AND IMPROVE EXISTING RESIDENTIAL USES AND DEVELOP A LIMITED QUANTITY OF NEW HOUSING.

POLICY 1

Encourage the preservation and rehabilitation of the existing housing stock.

POLICY 2

Encourage additional housing within established residential areas.

POLICY 3

Require new residential developments to include an adequate supply of low and moderate income units and provide a mix of unit types to accommodate a variety of household sizes.

POLICY 4

Provide rent supplements and assist in local home ownership to avoid displacement of existing residents.

TRANSPORTATION

OBJECTIVE 7

IMPROVE THE TRANSPORTATION ACCESSIBILITY OF THE SUBAREAS.

POLICY 1

Improve citywide and regional transit access to the subareas.

POLICY 2

Provide adequate rail and truck access to all maritime piers.

POLICY 3

Establish an official truck route system along the designated major and secondary thoroughfares to facilitate truck movements within and to port facilities and other area businesses and to minimize the adverse impacts of truck movement on adjacent residential, commercial and recreational land uses.

POLICY 4

Extend a Light-Rail Vehicle line through the area along the Third Street corridor connecting to the Southern Pacific Depot and the proposed Embarcadero rail line.

POLICY 5

Improve transportation access on Third Street by implementing design changes in traffic lanes, turning bays and signal timing.

POLICY 6

Improve regional highway access by completing the proposed State Route 230 (Hunter's Point Parkway) and the proposed on-ramp to Interstate 280 immediately south of Islais Creek Channel.

OBJECTIVE 8

IMPROVE TRANSPORTATION CONDITIONS WITHIN THE SUBAREAS.

POLICY 1

Improve internal vehicular circulation through the construction, repair and maintenance of public streets, and the provision of appropriate signing and lighting.

POLICY 2

Maintain and construct sidewalks on streets with pedestrian traffic.

POLICY 3

Encourage the use of public transit, carpooling/van-pooling, and jitney service to minimize the consumption of scarce industrial land for commuter parking lots. Where demand for parking can be clearly established, give preference to parking structures as opposed to open lot parking.

POLICY 4

Provide short-term parking to support wholesale, design and related activities. Develop parking treatments for on-street spaces to assure short-term turnover of vehicles.

POLICY 5

Require off-street parking facilities for freight loading and service vehicles in all major new developments and incorporate these in older buildings where feasible. Provide short-term loading spaces on the street for routine deliveries and essential services, with strict enforcement of time limits.

POLICY 6

Encourage new developments to provide pedestrian amenities and transit access improvements such as pedestrian resting areas, bus stop shelters and transit information displays.

RECREATION AND OPEN SPACE

OBJECTIVE 9

PROVIDE PUBLIC ACCESS AND RECREATIONAL OPPORTUNITIES ALONG THE SHORELINE.

POLICY 1

Maintain and improve the quality of existing shoreline recreational areas at Agua Vista Park and Warm Water Cove.

POLICY 2

Expand existing recreational areas and establish a new one at Islais Creek Channel, so long as its compatible with present or planned maritime activity.

POLICY 3

Provide public overlooks, viewing areas and open spaces with convenient pedestrian access in areas of maritime activity.

URBAN DESIGN

OBJECTIVE 10

ACHIEVE AN AESTHETIC URBAN FORM CONSISTENT WITH THE ECONOMIC DEVELOPMENT OF THE SUBAREAS.

POLICY 1

Reinforce the visual contrast between the waterfront and hills by limiting the height of structures near the shoreline. Relate the height and bulk of new structures away from the shoreline to the character of the topography and existing development.

POLICY 2

Protect and create views of the downtown skyline and the Bay. Design and locate new development to minimize obstruction of existing views.

POLICY 3

Encourage the rehabilitation of architecturally or historically significant buildings with reuse potential.

POLICY 4

Encourage the inclusion of recreational facilities, outdoor leisure areas, and public open spaces in new private developments.

SUBAREAS

SHOWPLACE SQUARE SUBAREA

OBJECTIVE 11

DEVELOP A MAJOR DESIGN CENTER IN THE SHOWPLACE SQUARE SUBAREA.

POLICY 1

Encourage the expansion of the subarea's predominant use for the exhibit, marketing and wholesale trade of interior design products.

POLICY 2

Encourage the development of a community design center for neighborhood use.

POLICY 3

Encourage the development of ancillary commercial activities to serve the subarea's businesses, workers and visitors.

POLICY 4

Encourage the evening use of buildings and facilities for business, entertainment, public assembly and ceremony.

POLICY 5

Assist in relocating within San Francisco any industrial uses displaced by the expansion of design-related activities.

OBJECTIVE 12

DEVELOP TRANSPORTATION IMPROVEMENTS TO ENHANCE PEDESTRIAN CIRCULATION AND FACILITATE TRAVEL AND GOODS MOVEMENT TO AND WITHIN THE SHOWPLACE SQUARE SUBAREA.

POLICY 1

Redesign the roadway and sidewalk at the intersection of Eighth, Townsend, Division and Kansas Streets to created a major pedestrian link to the adjacent activity centers and to provide for safe traffic flow. Include attractive landscaping, quality sidewalks and street furniture to improve the pedestrian environment.

POLICY 2

Determine the present and future use status of all spur tracks and effectuate the removal of the abandoned, unused or unnecessary trackage. For those spur tracks scheduled for retention, strictly enforce the street maintenance responsibilities of the users.

POLICY 3

Construct and maintain sidewalks throughout the Showplace Square Subarea and provide street beautification improvements for pedestrian enjoyment.

POLICY 4

Develop parking control measures establishing areas for short and long term automobile parking and truck loading. Use appropriate on-street parking controls, such as signing and metering, to indicate areas for short term automobile parking and truck loading.

POLICY 5

Construct a multi-story parking facility as needed to serve increased demand for parking generated by new development. Encourage the conversion of surface parking lots to more intensive use.

OBJECTIVE 13

PRESERVE AND EXPAND THE HISTORIC INDUSTRIAL CHARACTER OF THE SHOWPLACE SQUARE SUBAREA.

POLICY 1

Encourage the retention and promote the reuse of buildings with brick and timber construction.

POLICY 2

Encourage the design of new construction to be consistent with the existing architectural character of the subarea.

POLICY 3

Screen unsightly open yard and other unattractive uses from public view with aesthetic facade or landscaping.

NORTH POTRERO SUBAREA

OBJECTIVE 14

IMPROVE AND STRENGTHEN THE INDUSTRIAL CHARACTER OF THE NORTH POTRERO SUBAREA.

POLICY 1

Promote the rehabilitation of industrial buildings and encourage more intensive use of existing facilities.

POLICY 2

Market vacant land and buildings for light industrial uses.

CENTRAL BASIN SUBAREA

OBJECTIVE 15

EXPAND MARITIME ACTIVITY IN THE CENTRAL BASIN SUBAREA.

POLICY 1

Continue and expand the use of Piers 48 and 50 for general cargo. Maintain a six acre area inland and adjacent to the piers to provide a cargo backland support area to support maritime uses of these piers.

POLICY 2

Encourage the retention and promote the expansion of ship maintenance and repair activities at the Bethlehem site which support and strengthen San Francisco's maritime industry.

OBJECTIVE 16

RETAIN AND EXPAND INDUSTRIAL USES

POLICY 1

Encourage more intensive use of existing industrial land and facilities in locations or for durations which will not foreclose or inhibit development of future container facilities.

POLICY 2

Assure that any power plant expansion on the Pacific Gas and Electric Company site will provide additional employment and will not adversely affect the environment.

OBJECTIVE 17

IMPROVE AND EXPAND WATERFRONT RECREATION.

POLICY 1

Maintain and improve existing recreational improvements at Warm Water Cove and expand to adjacent waterfront properties. Develop a waterfront picnic area and fishing pier at Twenty-Fourth Street. Provide public access along the north side of the Cove and construct a fishing quay at the Bay. Shield the recreation area from surrounding industrial uses by providing attractive landscaping. (See also Recreation and Open Space Element, I.3.38)

POLICY 2

Improve and expand the existing Agua Vista Park by developing a public beach and waterfront park and a small boat marina, so long as compatible with existing and planned maritime and private ship repair activities. (See also Recreation and Open Space Element I.3.38).

POLICY 3

Continue the use of the existing public boat ramp south of Pier 50. If future port development necessitates, replace it with an equivalent elsewhere on the eastern shoreline.

OBJECTIVE 18

RELATE THE SCALE OF NEW DEVELOPMENT TO SAN FRANCISCO'S DISTINCTIVE HILL FORM, TO THE ADJACENT WATERFRONT AND TO EXISTING DEVELOPMENT.

POLICY 1

Minimize blockage of private and public views and maintain, to the extent feasible, sightlines from Potrero Hill and Mission Bay to the waterfront and downtown.

ISLAIS CREEK SUBAREA

OBJECTIVE 19

EXPAND MARITIME ACTIVITY AND ANCILLARY SERVICES.

POLICY 1

Continue to modernize Pier 80 as a container terminal facility. Expand the North container terminal by acquiring the Western Pacific Railroad yard and associated parcels for maritime development.

POLICY 2

Continue the maritime use of Pier 84 and adjacent land.

OBJECTIVE 20

DEVELOP WATERFRONT RECREATIONAL USES ON ISLAIS CREEK CHANNEL.

POLICY 1

Develop the Islais Creek Turning Basin for recreational use and a small craft marina, if and when it is no longer needed for Port maritime activity.

OBJECTIVE 21

RETAIN AND EXPAND INDUSTRIAL USES IN THE ISLAIS CREEK SUBAREA.

POLICY 1

Encourage industrial uses in the area west of Pier 80 south to Islais Creek Channel.

LOWER POTRERO SUBAREA

OBJECTIVE 22

RETAIN AND EXPAND INDUSTRIAL USES IN THE LOWER POTRERO SUBAREA.

POLICY 1

Encourage the intensification and expansion of manufacturing and wholesale trade activities.

POLICY 2

Develop the vacant and surrounding land bounded by Interstate 280, Mariposa, Twenty-Second and Third Streets with a mini-industrial park providing closure, privacy, security, open space and a buffer from neighboring residential areas through the innovative design of buildings, landscaping, sidewalks, parking and screening.

OBJECTIVE 23

PRESERVE AND IMPROVE THE EXISTING RESIDENTIAL NEIGHBORHOOD.

POLICY 1

Protect existing housing from the adverse effects of adjacent industrial activity. Promote screening, soundproofing and landscaping of industrial uses to minimize their impact on residential areas.

POLICY 2

Promote the retention and conservation of the existing housing stock. Support efforts to rehabilitate substandard units at affordable costs to increase the supply of decent housing.

POLICY 3

Encourage the development of new housing on vacant sites in the residential district adjacent to Twenty-Second Street from Third to Minnesota Streets.

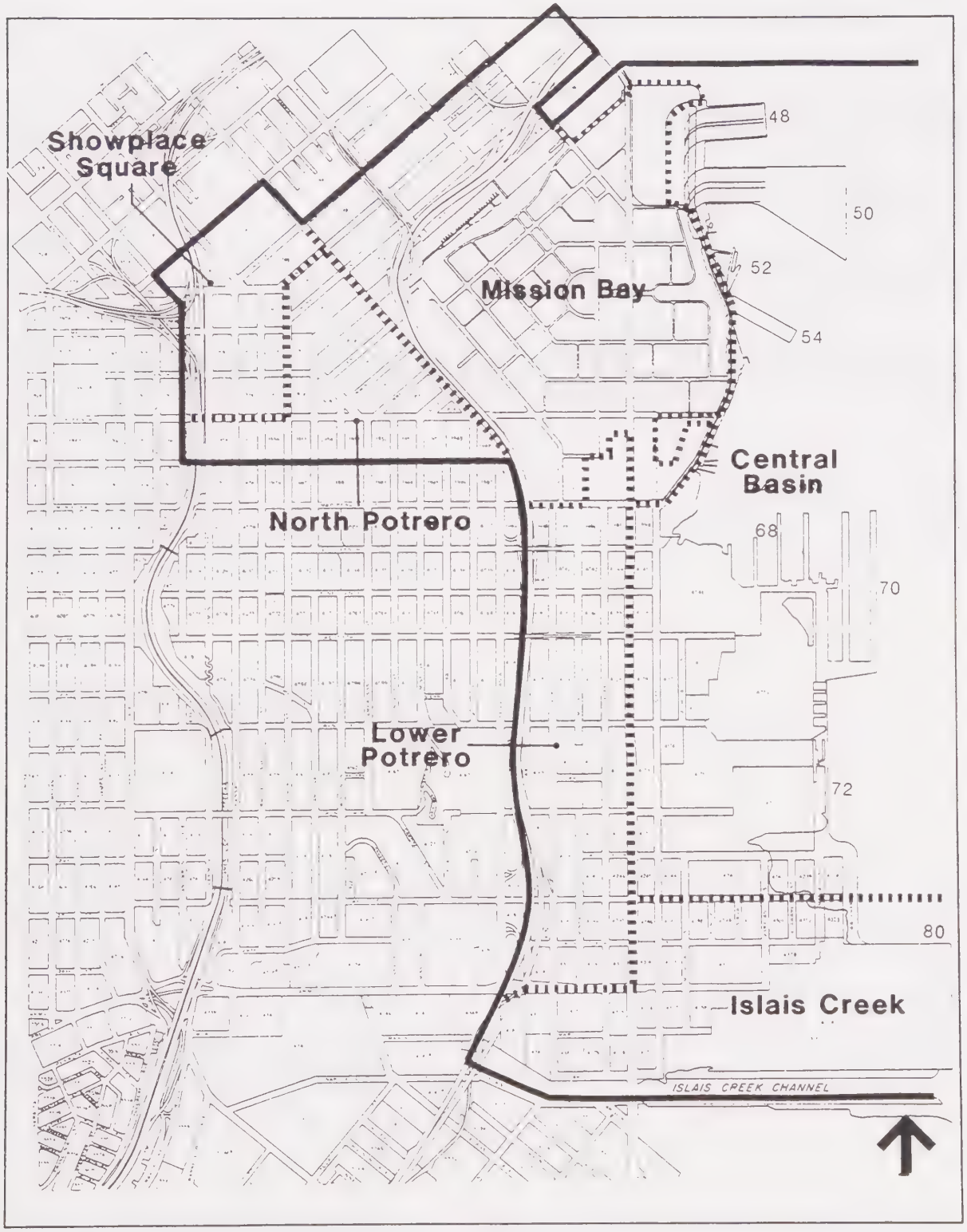
POLICY 4

Improve existing commercial uses on Third Street and Twenty-Second Street and expand as needed to serve the local population.

POLICY 5

Improve the I.M. Scott School yard for playground use and rehabilitate the school building for community use.

OBJECTIVES AND POLICIES - PART 2: SEE MISSION BAY PLAN



CENTRAL WATERFRONT
Planning Area

Map 1

Exhibit 3

COMMERCE AND INDUSTRY ELEMENT

POLICY 3

~~Avoid~~ Carefully consider **public actions that displace existing viable industrial firms.**

In some instances, public activities such as redevelopment efforts or public facility expansion or improvement can result in a physical displacement of a business. All too often when this occurs relocation is to a site outside the city. The City should recognize that many firms remain in the city primarily because of inertia, fixed investments in plant and equipment or excessive moving costs. These factors are overcome when public displacement occurs since moving costs and fair market value for land and facilities are paid by the City. Care should be taken to avoid unwarranted displacement. In determining the cost and benefits of the action causing displacement, the loss of taxes and jobs if the firm relocates outside the City should be looked at as costs.

POLICY 4

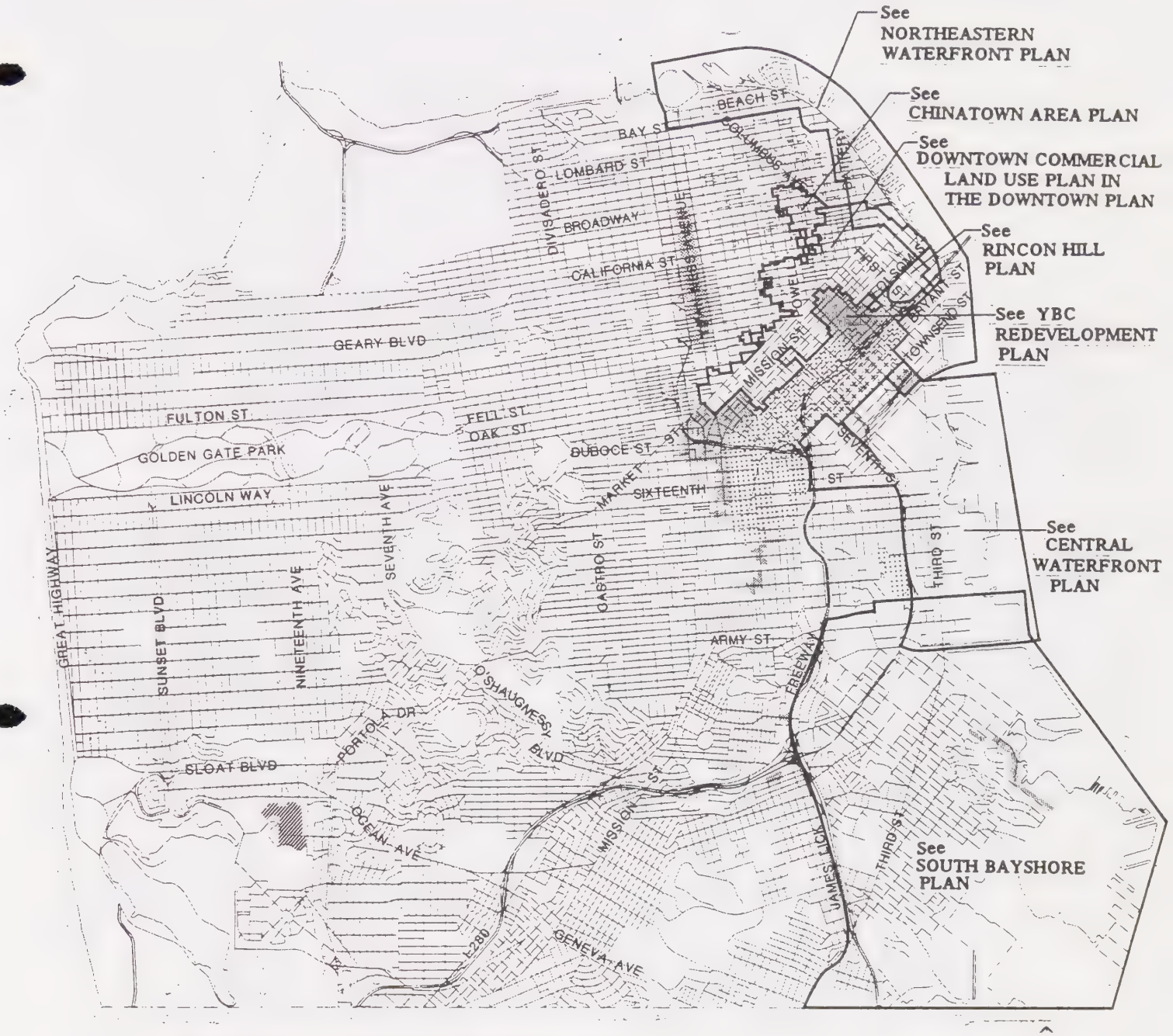
When displacement does occur, **attempt to relocate desired firms within the city.**

When ~~dislocation is unavoidable~~ the benefits of public actions justify dislocation, the City should seek to assist the displaced firm in obtaining a suitable alternative site in the city. This is particularly true if the situation is one in which the employment and tax revenues to the City outweigh costs to the City; it may well be appropriate to use public funds and redevelopment power to create a relocation site within the city for displaced firms.

POLICY 5

~~Avoid~~ Control **encroachment of incompatible land uses on viable industrial activity.**

There are a small number of locations in the city which are a mixture of residential, commercial and industrial uses which were developed prior to modern zoning controls with separate uses. The South of Market area is a prime example. Such areas are resources of needed low cost housing and should be preserved and improved where feasible. Care should be taken, however, to permit residential expansion in a way that will not cause eventual large scale displacement of existing viable businesses whenever feasible.



GENERALIZED COMMERCIAL AND INDUSTRIAL LAND USE PLAN

Map 1

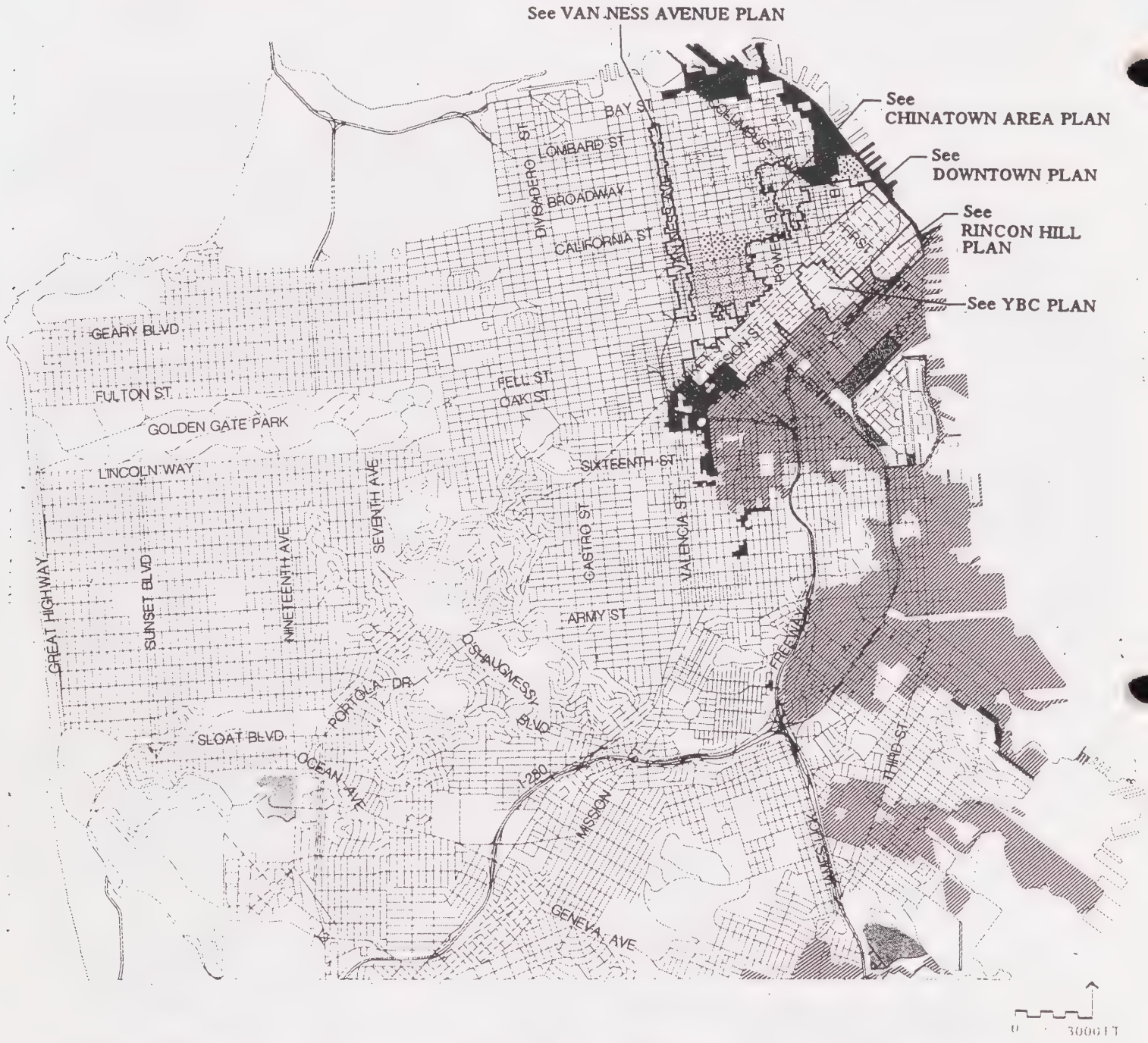
MAJOR SHOPPING

BUSINESS AND SERVICES

LIGHT INDUSTRY

GENERAL INDUSTRY

Note:
For Neighborhood Commercial Areas, see the Generalized Neighborhood Commercial Land Use and Density Plan.



GENERALIZED COMMERCIAL & INDUSTRIAL DENSITY PLAN
(Excludes Neighborhood Commercial Areas)

Map 2

DENSITY IN COMMERCIAL AREAS (including residential uses)

- 4.8–5.0 : 1 FAR
- 3.5–4.7 : 1 FAR

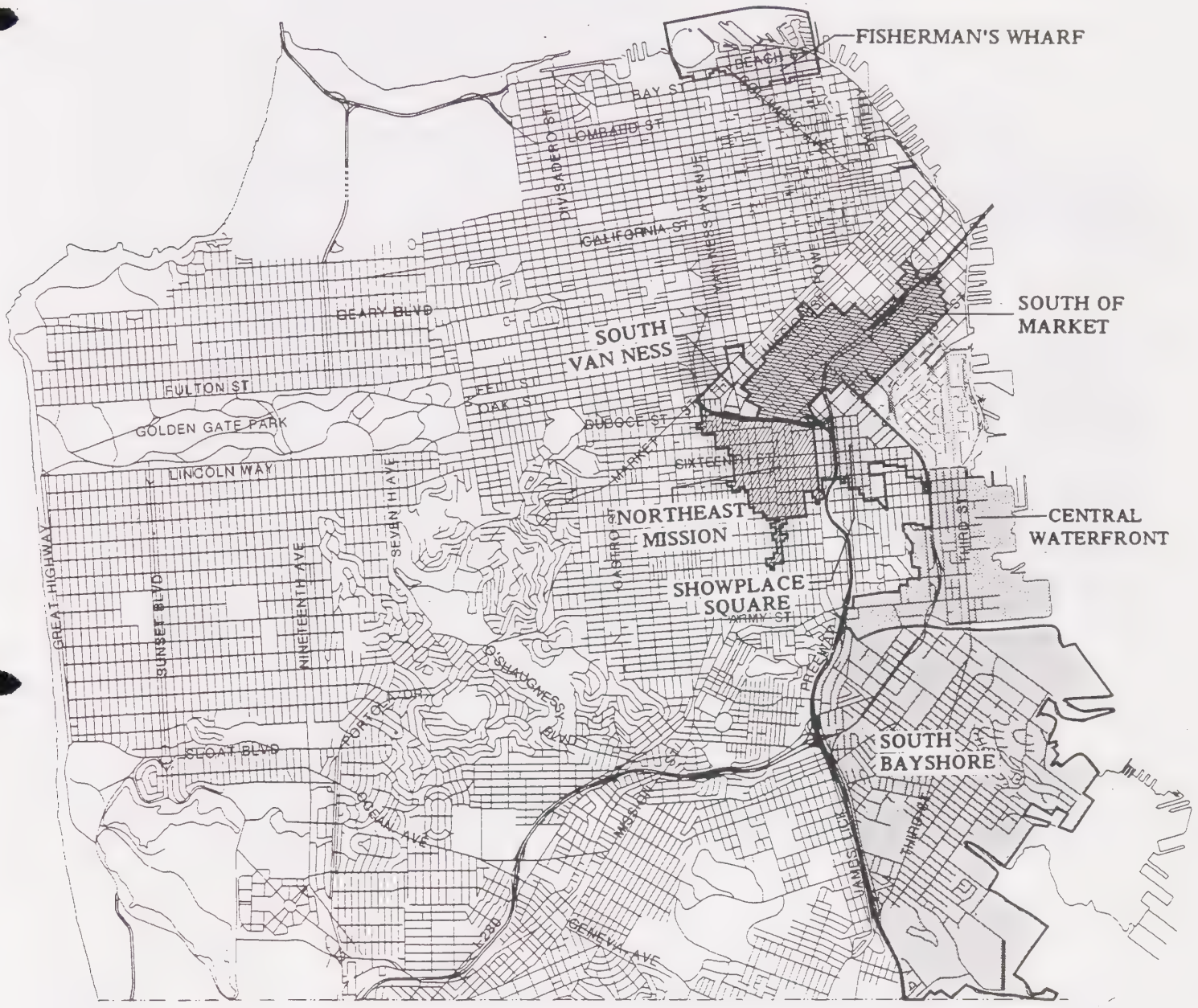
DENSITY IN INDUSTRIAL AREAS (including residential uses)

- 5.0 : 1 FAR

DENSITY IN RESIDENTIAL/COMMERCIAL AREAS (excluding residential areas)

- 4.8 : 1 FAR
- 3.6 : 1 FAR
- 3.5–4.7 : 1 FAR

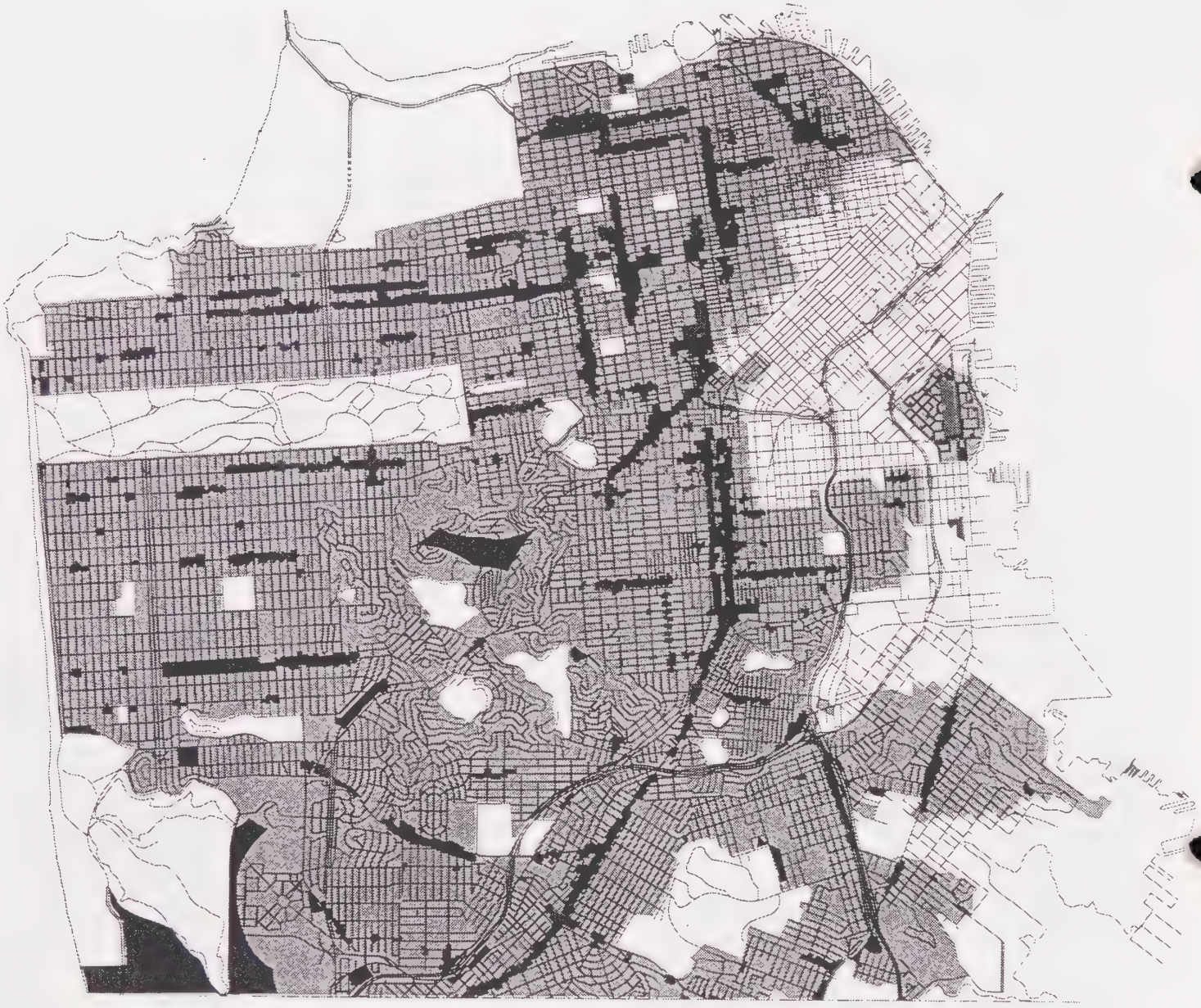
Note:
In Commercial and Industrial districts, both FAR and dwelling unit density controls apply. In Mixed Residential- Commerical districts, FAR limits apply to nonresidential uses and dwelling unit limits apply to residential uses. See Map 3 in the Residence Element for dwelling unit densities. An additional 25% FAR may be added on corner lots in non C-3 districts. Public use areas are excluded.



AREAS UNDER STUDY

Map 3

Note:
This map is for informational purposes and is not an official part of the Master Plan.



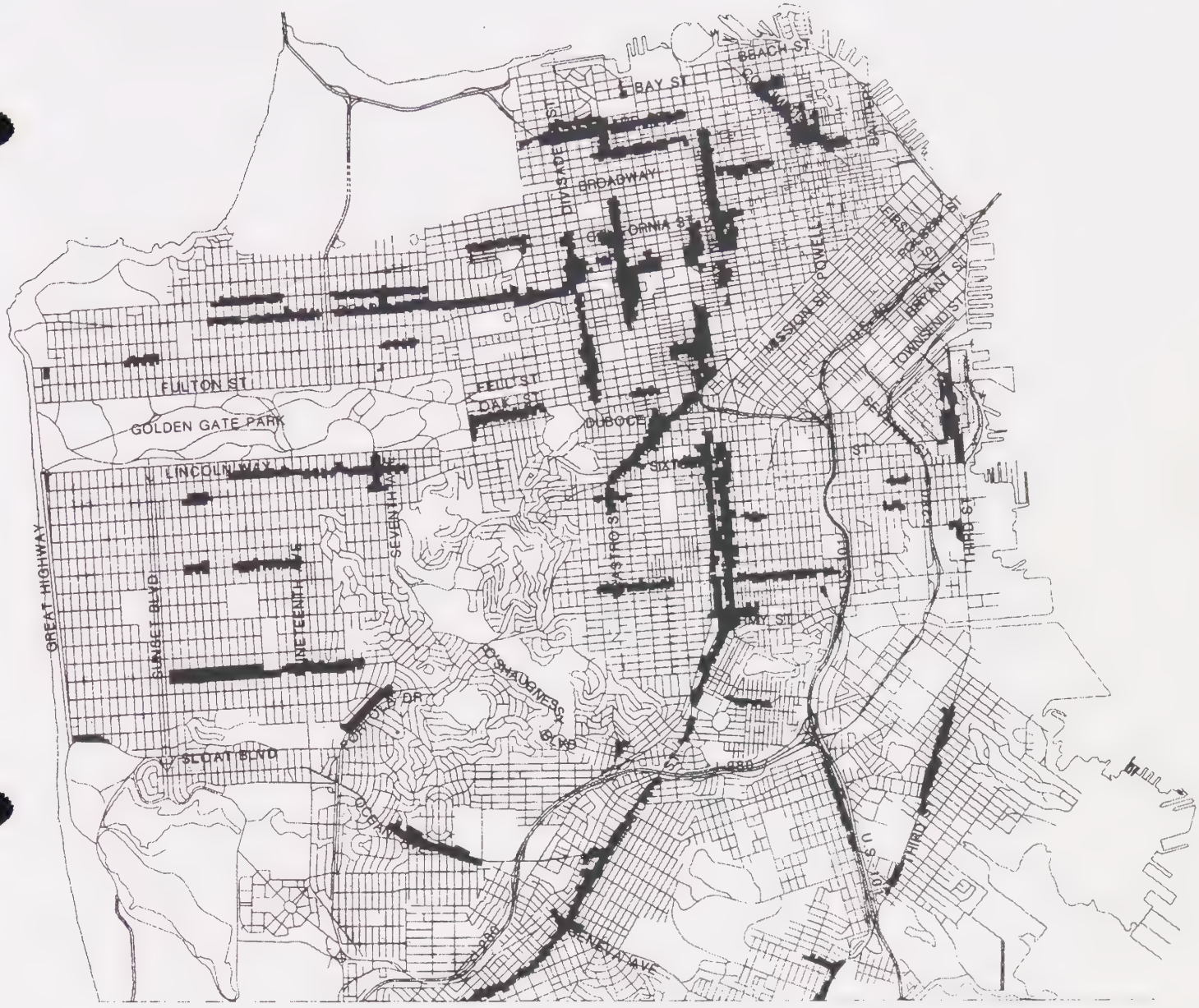
RESIDENTIAL SERVICE AREAS OF NEIGHBORHOOD COMMERCIAL DISTRICTS AND USES

Map 4

Neighborhood Commercial District
(Service Radius: 1/2 Mile)

Commercial Service Areas

Residential Areas Outside Service Boundaries



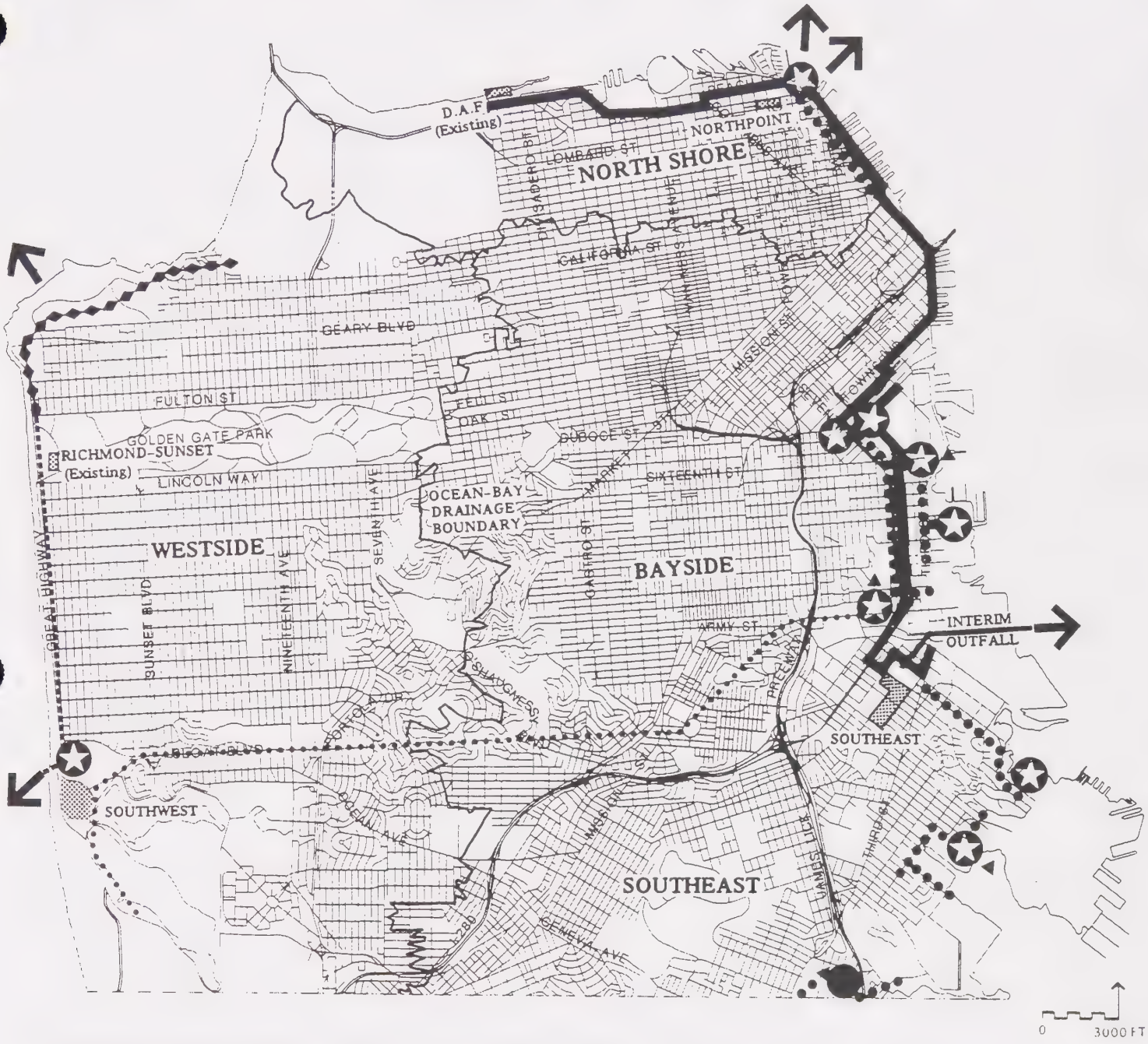
GENERALIZED NEIGHBORHOOD COMMERCIAL LAND USE AND DENSITY PLAN

0 4000 FT

Map 5

	Commercial Intensity (Stories)
Neighborhood Cluster	1
Small Scale Neighborhood District	1-2
Moderate Scale Neighborhood District	1-4
Neighborhood Shopping Center	1-4
Individual Neighborhood District	1-4

COMMUNITY FACILITIES ELEMENT



WASTE WATER AND SOLID WASTE FACILITIES PLAN

Map 5

- Bayside Core System
- Westside Core System*
- Remaining Bayside System
- Crosstown Transport*
- Richmond and Lake Merced Transports
- Pump Station
- Outfall
- Water Pollution Control Plant
- Solid Waste Facility
- Retention Basin

*Long Range Funding Projections For Beyond 1985

Sources:
San Francisco Clean Water Program. February 1982
San Francisco County Solid Waste Management. July 1983
The Community Facilities Plant.



PUBLIC SCHOOL FACILITIES PLAN

Map 6

- C Children's Center
- S Special Schools
- E Elementary Schools
- M Middle Schools
- H High Schools
- CC City College

Note:
Boundary lines are cencus tracts

RECREATION AND OPEN SPACE ELEMENT



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

Acquire For or Convert To Public Open Space

Provide New Open Space In The General Vicinity

Proposed Shoreline Trail

Map 8

EASTERN SHORELINE PLAN

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

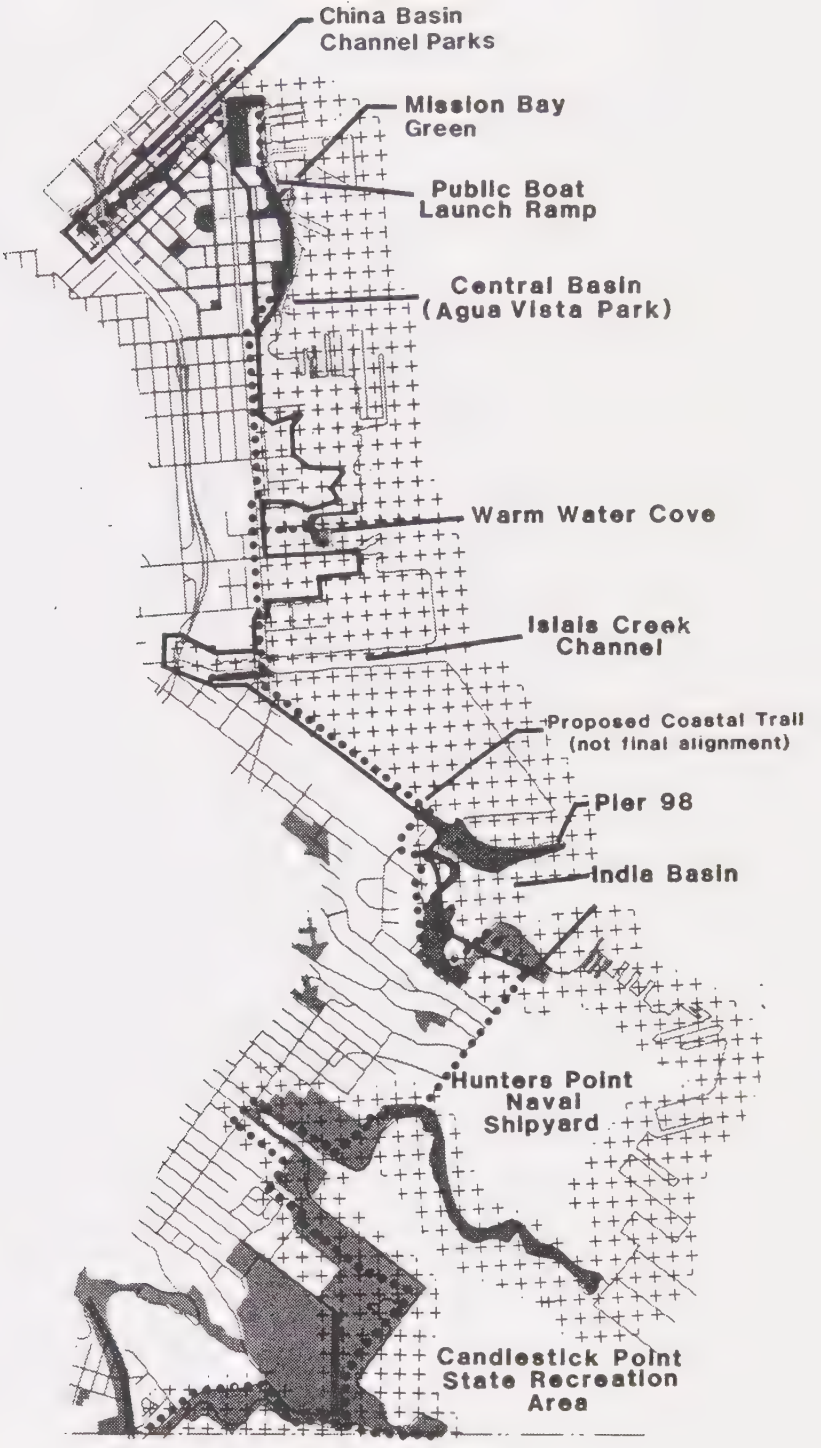
Maintain and Improve The Quality Of Existing Shoreline Open Space & Recreation

PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along The Shoreline

Proposed Shoreline Trail

Port Jurisdicton



TRANSPORTATION ELEMENT



TRANSIT PREFERENTIAL STREETS PLAN

Map 2

* Regional Transit Terminal

● (Alternative Terminal Locations)

O Transit Center

—— Transit Preferential Street

Transit preferential streets (TPS) are based on criteria of transit service density, as measured in transit vehicle and/or passengers per hour and/or a traffic interference conflict area. All surface rail operations (cable car, metro and streetcars) are designated as TPS by fact of the different operating characteristics of rail vehicles. In addition, short segments of a few blocks are designated TPS to connect segments for system continuity.

The transit vehicle density is based on all regularly scheduled public transit operation over the street segment, including Muni, Golden Gate, and Samtrans buses. As transit service levels change, additional street segments may be classified as transit preferential streets.



RAPID TRANSIT PLAN

Map 3

- Rapid Transit Line
- Surface Streetcar Line
- Transit Center
- (Alternative Center Locations)
- Combined Bart & Muni Subway Station
- Major Crosstown Bus Route

The final system form (subway, surface, or combination) should be determined after a thorough study considering economic, social and environmental impacts on the neighborhoods and requirements of transit to marin county and the third street corridor. All rapid transit line additions will be the subject of extensive technical studies and public hearings, and are contingent on the availability of resources. The long range transit and circulation requirements of the city indicate a need for further investment in transit to upgrade the quality, efficiency and equity of service to all neighborhoods.



SIGNED BIKEWAYS PLAN

Map 5

——— Class I , Off–Road, Separate Path

····· Class II , Striped Lanes and Signs

– – – – Class III, Route Signs Only

(▲) American Youth Hostel, Bldg 240, Fort Mason



PREFERRED COMMUTE BIKE ROUTE

Map 6

This map was compiled in cooperation with the San Francisco Bicycle Coalition, the Department of Public Works, and the California Department of Transportation, District 4.

The routes, for the most part, are unsigned and not recommended for novice cyclists.

URBAN DESIGN ELEMENT



PLAN FOR STREET LANDSCAPING AND LIGHTING

Map 2



WHERE STREETS ARE MOST IMPORTANT AS SOURCES OF LIGHT, AIR AND OPEN SPACE

Map 3



URBAN DESIGN GUIDELINES FOR HEIGHT OF BUILDINGS

Map 4

- 0–40 ft
- 41–88 ft
- 89–160 ft
- 161–240 ft
- 241–400 ft

→ LOWER END OF RANGE
→ MIDDLE OR LOWER END OF RANGE

OPEN SPACE
Any Development Subject To Review

MAXIMUM HEIGHT
Elevation Of Freeway

POINT TOWERS IN VICINITY

1. See Chinatown Area Plan
2. See Downtown Plan
3. See Rincon Hill Plan

0 ONE MILE



URBAN DESIGN GUIDELINES FOR BULK OF BUILDINGS

Map 5

Guidelines Apply Above Height Of	Guidelines For Maximum Plan Dimension	Guideline For Maximum Diagonal Plan Dimension
40 ft	110 ft	125 ft
80 ft	110 ft	125 ft
40 ft *	110 ft *	140 ft *
40 ft	250 ft	300 ft
60 ft	250 ft	300 ft
150 ft	250 ft	300 ft

0 ONE MILE

Bulk Regulated By Height Controls

OPEN SPACE: Any Development Subject To Review

1. See Chinatown Area Plan
2. See Downtown Plan
3. See Rincon Hill Plan

* Also Applies To Point Towers Where Designated In Urban Design Guidelines For Height Of Buildings.

File No. 88.113 ECMRS
Amendment of the Recreation and Open Space Element of the Master Plan

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13038

WHEREAS, The City Charter requires that the City Planning Commission (Hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, The Recreation and Open Space Element of the Master Plan identifies certain undeveloped properties as appropriate for acquisition as public open space, as illustrated on Map 4 "Citywide Recreation and Open Space Plan"; and

WHEREAS, Policy 7 under "Citywide Recreation and Open Space System" states that priority should be given to acquire sites that are threatened by development. This policy further states that if the owner of a privately owned site proposed for acquisition wishes to develop the site it should be determined whether the Recreation and Park Commission is prepared to proceed with acquisition ....and if not, processing of the development proposal should proceed; and

WHEREAS, The Residence Element of the Master Plan advances the expansion of housing opportunities and the development of new housing to meet the broad demand for new homes in San Francisco; and

WHEREAS, That certain vacant property consisting of three separate parcels comprised of Assessor's Block 5407-Lot 2, the unimproved 100 Block Diana Street Right of Way, and Block 5408-Lot 16 are identified as "Proposed Public Open Space" on Map 4 of the Recreation Element of the Master Plan, that property being used for many years as a truck farm; and

WHEREAS, In 1987 through 1990 the Citizens Committee for Open Space Acquisition and Development considered the priority standing for acquisition of this property for open space and found, in consultation with neighborhood groups, that acquisition of this land at this time was of low priority relative to other citywide needs; and

WHEREAS, The owners of Lot 2, Assessor's Block 5407 desire to build 18 new homes, 3 of which will be made available to families earning less than 120 percent of median income. These three homes will also provide entrepreneurial and business ownership opportunities in that these homes will also have facilities for licensed day care services for up to twelve people;

THEREFORE BE IT RESOLVED, That the City Planning Commission, in balancing the goal of maintaining open space resources and expanding housing opportunities, concludes and

determines that the benefits derived from new housing in this area outweigh the partial loss of open space opportunities;

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby amends the Recreation and Open Space Element of the Master Plan by modifying "Map 4" titled "Citywide Recreation and Open Space Plan" by removing the designation of "Acquire For Or Convert To Public Open Space" for that certain property identified as Assessor's Block 5407, Lot 2, and that directly adjacent portion of the Diana Street right of way, approximately 60 feet in width, running northerly between Williams and Thornton;

AND BE IT FURTHER RESOLVED, That the remaining portion of the Diana Street right of way approximately 40 feet in width, and that certain property identified as Assessor's Block 5408, Lot 16 retain their designation of "Acquire For Or Convert to Public Open Space."

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its regular meeting of March 14, 1991.

Commission Secretary
Linda Avery

AYES: *Commissioner Bierman, Boldridge, Engman, Hu, Morales, Karasick*

NOES: *None*

ABSENT: *Sewell*

ADOPTED: *March 14,1991*

SAN FRANCISCO

CITY PLANNING COMMISSION

MOTION 13052

WHEREAS, Pursuant to State Law, the Residence Element of the Master Plan of the City and County of San Francisco is required to address the housing needs of all income groups in the City. Pursuant to these requirements, the Association of Bay Area Governments has estimated the need for units affordable to very low, low and moderate income households to be 24, 16 and 20 percent of total new construction; and

WHEREAS, These needs estimates have been adopted by the City Planning Commission as a target for housing to be provided in San Francisco;

WHEREAS, In a comparison of the ABAG estimated housing need for 1980 to 1989 with the actual production of housing in San Francisco, as shown in the table below, the construction of market rate units was more than double the projected need, while the construction of very low to moderate income housing units in San Francisco fell to below half the projected need.

ESTIMATED HOUSING NEED COMPARED TO ACTUAL PRODUCTION
1980 to 1989

Income Level	ABAG Need Estimate	Units Constructed	Percent of ABAG Needs
Very Low to Moderate	10,087	4,360	43%
Market Rate	4,746	10,332	217%
TOTAL	14,833	14,224	99%

Source: San Francisco Residence Element, Appendix B-2

WHEREAS, Over the next five years, annual production of very low and moderate income units must increase by approximately 300 percent to meet the housing need estimated by ABAG and incorporated into the Master Plan; as indicated in the following table.

PROJECTED HOUSING NEED
1990 to 1995

Income Level	No. Units	Percent of Need
Very Low to Moderate	13,480	60%
Market Rate	8,987	40%
TOTAL	22,467	100%

Source: ABAG Projections '90;
San Francisco Residence Element, Page 127.

WHEREAS, The gap between what can be afforded by lower income households and market rate housing prices has continued to widen since 1980 as housing prices increased more than twice as much as low and moderate household incomes. The high cost of housing is pricing more and more San Francisco households out of San Francisco's housing market or forcing households to pay a much higher share of their income on housing; and

WHEREAS, According to the United States Department of Housing and Urban Development (HUD), half of San Francisco's households are classified as lower-income with annual earnings of $30,000 or less. The most recent 1980 U.S. Census data showed that almost 70 percent of households earning 80 percent or less of the median income have problems of excessive housing costs in relation to their incomes; and

WHEREAS, Less than 10 percent of City households can afford to purchase a median priced house in 1990. The average sales price of a home is three to four times higher than what a low income household can afford; and

WHEREAS, 66 percent of San Francisco households are renters and it is estimated that only 24 percent of those households can afford a market priced one bedroom apartment; and

WHEREAS, There is an imbalance between jobs and housing in San Francisco and the lack of below market rate housing exacerbates hardships to many employees who must commute considerable distances, adding to personal stress, air pollution and traffic congestion; and

WHEREAS, The public purpose of the City and County of San Francisco and the State of California as reflected in the Residence Element of the Master Plan, is to make available an adequate supply of affordable housing for persons employed in San Francisco; and

WHEREAS, Federal and state housing subsidies are not sufficient by themselves to satisfy the housing needs of very low, low and moderate income households; the housing shortage for persons of limited income, many of whom are or will be employed locally in the service and retail sectors, poses a serious threat to the public health, safety and welfare of the City; and such emergency should be met by local steps to correct this shortage; and

WHEREAS, Market rate housing is not affordable to very low, low, and moderate income households. The amount of market priced housing production has substantially exceeded the production of affordable housing; and

WHEREAS, In recent years San Francisco has received an unprecedented number of market rate housing applications. The adoption of an inclusionary affordable housing policy can result in the production of a greater number of affordable housing units, and thereby assist in alleviating the affordable housing shortage; and

WHEREAS, Market rate housing creates a demand for affordable housing. Residents of market rate housing require neighborhood serving businesses, such as dry cleaners, shoe repair shops, grocery stores, bookstores, bakeries, pharmacies, eating and drinking establishments, and other service-related businesses. Some of these businesses employ family members. Often employees of such businesses are unable to afford the rental or purchase price of the market rate developments, and must therefore seek housing further away from the job place, including areas outside San Francisco. Commuting employees unable to afford San Francisco housing, contribute to the traffic congestion and parking shortages on City streets, burden the regional transit and freeway systems, and adversely impact air quality; and

WHEREAS, San Francisco is a highly urbanized and developed city with limited land resources, covering an area of 30,500 acres. Fifty percent of the land area is devoted to residential use. The remainder of the City's scarce land resources are set aside for parks, public facilities, commercial, retail and industrial uses in order to maintain San Francisco's economic vitality and high quality living environment. During the 1980's market rate housing utilized an additional 160 acres causing scarce land resources to become even more expensive. Less than 2% of the City's land area remains as housing opportunity development sites; and

WHEREAS, New market rate development can increase the rents and property values in a surrounding neighborhood. Low cost rental units become vacant and are rented at higher market rates. The value of owner occupied units increases and the units are sold at a higher price. While the upgrading of city neighborhoods is a valid and desirable objective, it has to be balanced with negative impacts on the ability of lower-income households to secure affordable housing, through appropriate mitigations. A certain amount of affordable housing in relation to the use of residential land will help provide needed affordable housing development; and

WHEREAS, On November 11, 1986 the voters of the City and County of San Francisco adopted Proposition M which provided for adoption as a priority policy in the Master Plan and in Section 101 of the Planning Code, the policy that the City's supply of affordable housing be preserved and enhanced. Proposition M further provides that prior to taking any action requires a finding of consistency with the Master Plan the City shall find that the proposed project is consistent with the priority policies, and whereas, conditional use and planned unit development approvals require findings that the project will not adversely affect the Master Plan and preserves and enhances affordable housing; and

WHEREAS, On September 13, 1990 the City Planning Commission adopted a new Residence Element as part of the City's Master Plan. Objective 7, Policy 1 of the Residence Element provides as follows:

"Include affordable units in larger housing projects."

"Inclusion of affordable housing should be required as a condition of approval of housing projects containing 10 or more units which seek Planning Commission approval as conditional uses or planned unit developments. As a general guideline, a minimum of 10% of the units should be affordable."

"As an alternative to providing affordable units on the site, the units could be provided, at the City's discretion, in another project in the same general area or an in-lieu cash contribution could be made to the City's affordable housing fund. The in-lieu contribution should be based on the amount of subsidy determined by the Mayor's Office of Housing to be required to produce a unit meeting the affordability standards."

WHEREAS, Guidelines are needed to assist project applicants in interpreting and applying the Residence Element policy.

THEREFORE, BE IT RESOLVED, That the City Planning Commission does hereby adopt the Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy attached hereto as EXHIBIT A.

I hereby certify that the foregoing resolution was ADOPTED by the City Planning Commission at its regular meeting April 4, 1991.

Linda Avery
Secretary

AYES: Commissioners Bierman, Boldridge, Hu, Morales, Karasick, Sewell

NOES: None

ABSENT: Commissioner Engmann

Exhibit A
Title Page Only



Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy

CITY AND COUNTY OF SAN FRANCISCO
DEPARTMENT OF CITY PLANNING

File No. 91.101M
Amendment to Recreation & Open Space Element of Master Plan to add new policy on protection and acquisition of natural areas, and related amendments.

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13149

WHEREAS, on May 10, 1990, at a joint hearing of the Recreation and Park Commission and the City Planning Commission, the General Manager of the Recreation and Park Department recommended acquisition of a number of "natural area" sites, listed under a new "Natural Areas Banking" category of the San Francisco Park and Open Space (Proposition E) Fund; and

WHEREAS, acquisition of public open space is in conformity with the intent of the Master Plan, but some of the specific sites proposed for acquisition were not identified in Map 4, the Citywide Recreation and Open Space Plan of the Recreation and Open Space Element of the Master Plan; and

WHEREAS, The Recreation and Open Space Element of the Master Plan does not have policy language specifically calling for public acquisition of "natural areas" as public open space; and

WHEREAS, A number of undeveloped natural area sites remain throughout the City which could be preserved in a natural condition and protected from development through public acquisition; and

WHEREAS, At the May 17, 1990 joint hearing of the Recreation and Park Commission and the City Planning Commission, the Planning Commission President directed Planning Department staff to draft an amendment to the Recreation and Open Space Element of the Master Plan, adding a new policy calling for the City to protect and acquire natural area sites as public open space, and identifying criteria to use to identify appropriate natural area sites for public acquisition; and

WHEREAS, Staff has drafted amendments which would add a new Citywide Policy #13 calling for the City to: "Preserve and protect significant natural resource areas," and amend text of Citywide Policy No. 2, and No. 7, referencing the new policy, attached hereto as Attachment A; and

WHEREAS, The City Planning Commission held public hearings on the proposed amendments on May 2, 1991, and May 9, 1991, and took public testimony; and

WHEREAS, Planning Department staff held several additional meetings of interested parties to receive additional public input and revise the proposed amendments; and

WHEREAS, the City Planning Commission held a public hearing on the matter on July 25, 1991 to further consider the proposed amendments; and

WHEREAS, the City Planning Commission has read and reviewed the environmental analysis of the proposed amendments, which finds the proposed amendments would not represent any substantial changes in the environmental impacts discussed in Negative Declaration No.85.368EM, and hereto included as Attachment B;

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt amendments to the Recreation and Open Space of the Master Plan, attached hereto as Attachment A.

I hereby certify that the foregoing Resolution was ADOPTED By the City Planning Commission on August 15, 1991

Martha Kessler
Acting Secretary

AYES; Commissioners Bierman, Boldrodge, Engmann, Hu, Morales, Karasick, Sewell

NOES: None

ADOPTED: August 15, 1991

ATTACHMENT A

NOTE: Text is shown as adopted by the City Planning Commission on August 15, 1991 by CPC Resolution No. 13149. Policy 13 is proposed to be added.

Policy 13

Preserve and protect significant natural resource areas.

A number of publicly and privately owned open spaces exist throughout the City which have not been developed, are relatively undisturbed and remain in a nearly natural state. Some areas, although partially modified, provide habitat or natural features that make them unique and valuable.

Natural resource areas include forested areas, woodlands, grassy open fields and hilltops, chaparral, coastal scrub, mud flats, beaches and sand dunes, as well as wetlands, fresh water lakes and streams. They also include natural resource areas and naturalistic areas within existing developed City parks.

The following criteria should be used to determine what constitutes a significant natural resource area worthy of protection:

- The site is undeveloped and relatively undisturbed, and is a remnant of the original natural landscape and either supports a significant and diverse or unusual indigenous plant or wildlife habitat or contains rare geological formations or riparian zones.

- The site contains rare, threatened, or endangered species, as identified by the U.S. Fish and Wildlife Service or California Department of Fish and Game, or contains habitat that has recently supported and is likely again to support rare, threatened, or endangered species.

- The site is adjacent to another protected natural resource area and, if protected from development, the two areas together would support a larger or more diverse natural habitat.

To protect from development those natural areas which are in private ownership, public acquisition would be desirable. However, all parts of all areas meeting these criteria may not be equally worthy of protection. Nor, given limits to funding sources, is it likely that there will be the means to acquire all of them. Furthermore, there may be other uses of the site that may take precedence.

Therefore, whether or not a specific natural resource area, or a portion thereof, should be acquired will depend on:

1. The availability of funds.
2. The relative importance of the site as a natural area.
3. A determination at the time acquisition is proposed regarding whether or not, pursuant to other policies of the Master Plan, there is a higher priority use, to which the site should be devoted. For

example, a site proposed and needed in its entirety for permanently affordable housing, as defined by the Residence Element, should not be acquired for open space.

If development is proposed for a natural resource area which is not to be publicly acquired, the City Planning Commission may require any development that is approved, to preserve the most important portions of the area, if it is feasible and consistent with the Planning Code to do so.

Natural Resource Area Management Plan

Once protected from development by public ownership, the natural resources of the site should be protected and enhanced through restrictions on use and appropriate management practices. Native plant habitats should be preserved and efforts undertaken to remove exotic plant species from these areas. Natural area management plans should be developed for publicly owned land throughout the City which would identify potentially significant natural areas, inventory them, and identify the presence of natural resources. The plan should establish a consistent set of management policies and practices to protect and enhance the resources. It should also identify policies governing access and appropriate recreational use and enjoyment of protected natural areas to ensure that the natural resource values are not diminished or impacted by public use. The plans should include those portions of public lands, such as parts of Golden Gate Park, which have been made to look naturalistic and which support a diverse plant or wildlife community.

Citywide Policy 7

Acquire additional open space for public use.

San Francisco already has an extensive system of public open space owned by the Recreation and Park Department, other City agencies, and the State and Federal Government. Nevertheless, additional public open space is needed in certain areas and should be acquired and/or developed for public use and enjoyment.

Various parts of this Plan describes open spaces that would be desirable to acquire. ((These areas are shown on Map 4.)) Map 4 in the Citywide section identifies some of these areas. Policy 13 in the Citywide section also identifies the criteria to be used in determining which natural areas to acquire. The Shoreline section of this Plan identifies areas along the shoreline, particularly on the eastern waterfront, which should be made into usable public open space. The Neighborhood section of the Plan discusses some specific sites and some general areas where additional public open space is needed but where specific sites have not been identified. Similarly the Downtown section of the Plan ((discusses)) describes areas where additional open space is needed.

Note: See Recreation and Open Space Element, p.I.3.17.

Adopted

CPC 8/15/91

Note: Text proposed to be deleted from Citywide Policy 2 is shown below. Much of it is incorporated into the text of the policy proposed to be added, covering protection and acquisition of natural areas.

Citywide Policy 2

Preserve existing public open space.

((Natural Areas

Several open spaces within the City contain areas that are relatively undisturbed and remain in a nearly natural state. They include natural areas within Golden Gate Park, forested areas, grassy open fields and hilltops, and mud flats, beaches and sand dunes, as well as fresh water lakes. These areas support the more common indigenous flora and fauna and may provide habitat for rare or endangered species. These natural areas should be identified and protected from change that would alter the habitat, or promote growth of non-native species. Native plant habitats should be preserved and efforts undertaken to remove exotic plant species from these areas.))

Note: See Recreation and Open Space Element, p.I.3.13, and I.3.14.

SS/504

p.1-6

File No. 90.088ME
Amending the
Northeastern Waterfront
Plan, an Area Plan of
the Master Plan

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13159

WHEREAS, The Charter requires that the City Planning Commission (hereinafter "Commission") adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, The City Planning Commission adopted the Northeastern Waterfront Plan on January 19, 1977 by Resolution No. 7643 as part of the Master Plan of the City and County of San Francisco; and

WHEREAS, The City Planning Commission amended the Northeastern Waterfront Plan on the following dates: January 31, 1980 by Resolution No. 8481; May 29, 1980 by Resolution No. 8596; December 4, 1980 by Resolution No. 8781; May 13, 1982 by Resolution No. 9387; July 14, 1983 by Resolution No. 9755; November 10, 1983 by Resolution No. 9862; and

WHEREAS, The San Francisco Redevelopment Agency has proposed an amendment to the Official Redevelopment Plan for the Rincon Point - South Beach Redevelopment Project Area which would, in summary:

1. Permit residential uses on two (2) parcels within the South Beach sub-area: Parcel I-1 (Oriental Warehouse and Palmisano parcels, located on First and Brannan Streets, AB 3766) and Parcel D, located on the northwest corner of Bryant and Beale Streets (AB 3766);

2. Permit office uses on Parcel C-1, located on the northwest corner of Folsom and Steuart Streets (AB 3741) within the Rincon Point sub-area;

3. Increase the height limit on Parcels I-1 and I-3 from 105 to 160 feet;

4. Increase the residential density on Parcel F-1 (northeast corner of Bryant and First Streets) from 110 to 130 dwelling units per acre;

5. Allow accessory parking and housing as permitted uses for the Oriental Warehouse (AB 3789);

6. Require the Redevelopment Agency to impose fees, conditions and exactions to commercial office developers within the Rincon Point sub-area;

7. Include the Redevelopment Agency's Housing Participation Policy;

8. Permit alternative land uses to be combined on the same parcel; and

9. Allow the Redevelopment Agency, on a short term basis, to lease any of its property for uses which are not in conformance with the adopted Redevelopment Plan, which amendment is described more fully in the "Proposed Amendment to the Redevelopment Plan for the Rincon Point - South Beach Redevelopment Project Area; and

WHEREAS, The Northeastern Waterfront Plan would require amendment to accommodate the amendment to the Redevelopment Plan for the Rincon Point - South Beach Redevelopment Project Area, which is included herein in Attachment A, entitled "Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco," dated October 15, 1991, and which would:

1. Amend Map 5 "North China Basin Area Land Use Plan," pg. II.7.33, to permit residential uses on two parcels within the South Beach sub area: Parcel I-1 (Oriental Warehouse and Palmisano parcels, located on First and Brannan Streets, AB 3766) and Parcel D, located on the northwest corner of Bryant and Beale Streets (AB 3766);

2. Amend Map 4, "Ferry Building Area Land Use Plan," pg. II.7.24, and under "Block 3741 Policy 1" text on pg. II.7.32 to permit up to 460,000 gross square feet of office uses on Parcel C-1, located on the northwest corner of Folsom and Steuart Streets (AB 3741) within the Rincon Point sub-area;

3. Amend Map 3, "Proposed Height and Bulk Districts," pg. II.7.17 to increase the height limit on Parcels I-1 and I-3 from 105 to 160 feet;

4. Amend Map 5, "North China Basin Area Land Use Plan," pg. II.7.33 and text under Historic Preservation Policy 2 text on pg. II.7.37 to allow accessory parking and housing as permitted uses for the Oriental Warehouse parcel (AB 3789);

6. Amending text under "Walkways and Open Space Policy 2 on pg. II.7.37 describing a "major" plaza next to the Oriental Warehouse parcel (AB 3789); and

WHEREAS, It would be desirable to adopt the proposed amendment to the Northeast Waterfront Plan included herein in Attachment A, entitled "Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco," dated October 15, 1991; and

WHEREAS, The proposed amendment has been evaluated and was determined by the Department to fall within the range of impacts evaluated in the Supplemental Environmental Impact Report (90.088E), which document has been reviewed, considered and certified by the Commission on August 15, 1991, and thus warrant no further environmental review; and

WHEREAS, The proposed Master Plan amendment is on balance consistent with the Eight Priority Policies of the Planning Code based on the following findings:

1. The proposed Master Plan amendment would have no adverse effect on neighborhood serving retail uses or opportunities for employment in or ownership of such businesses.

2. The proposed Master Plan amendment would have no adverse effect on the City's housing stock or on neighborhood character, and is intended to protect and enhance housing resources in the area, which is near the employment center of Downtown. It will permit construction of low and moderate income housing, and encourage development of new housing. The Master Plan amendment would, therefore, conserve and protect the existing housing and neighborhood character.

3. The proposed Master Plan amendment would have no adverse effect on the City's supply of affordable housing. For the reasons set forth in 2 above, the Master Plan amendment will promote the City's efforts to preserve and enhance the supply of affordable housing.

4. The proposed Master Plan amendment would not result in commuter traffic impeding Muni transit service or overburdening the streets or neighborhood parking. The proposed Master Plan amendment will limit commuter traffic by encouraging construction of residences near the downtown employment core, and is an area that will be well served by transit once the proposed MUNI E line is constructed, as planned.

5. The proposed Master Plan amendment would not adversely affect the industrial or service sectors or future opportunities for resident employment or ownership in these sectors.

6. The proposed Master Plan amendment would not adversely affect achieving the greatest possible preparedness against injury and loss of life in an earthquake. Any new development would meet current Building Code standards designed to provide a reasonable degree of safety in the event of an earthquake.

7. The proposed Master Plan amendment could have an adverse effect on the Oriental Warehouse, a building designated as a Landmark under Article 10 of the Planning Code, depending on which of the permitted uses under the Plan are placed in the building and the manner which the rehabilitation and adaption of the structure are carried out.

8. The proposed Master Plan amendment would have no adverse effect on parks and open space or their access to sunlight; and

WHEREAS, In certifying the Final Supplemental Environmental Impact Report the Commission found that the Redevelopment Plan and the Design for Development, as amended, would have unavoidable significant effects on the environment by supporting and encouraging development of office space in the Downtown & Vicinity which would contribute to cumulative transportation impacts and to cumulative air quality impacts resulting from traffic growth, by failing to require complete rehabilitation and restoration of the Oriental Warehouse (a long-term impact resulting from the proposed new uses of that building), and by possibly exposing construction workers and occupants of nearby buildings to hazardous materials if hazardous waste clean up activities

overlooked any important waste material; and found that mitigation measures described in the Final Supplemental EIR and included in the project would partially reduce these significant effects but would not eliminate them; and

WHEREAS, An alternative also included in the proposed amendments to the Redevelopment Plan and the Northeastern Waterfront Plan would provide for live/work units in the Oriental Warehouse and a parking structure on Site I-3 and is described in the FSEIR as Alternative E, and the Commission finds that it would have essentially the same significant impacts as those found for the amended Redevelopment Plan and Design for Development described in the main project analysis in the FSEIR; and

WHEREAS, The Commission, after carefully balancing the competing public and private interests, hereby finds that adoption of the Amendment of the Northeast Waterfront Plan, an Element of the Master Plan of the City and County of San Francisco, promotes the health, safety and welfare of the City; now

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt as amendments to the Master Plan for the City and County of San Francisco the amendments contained in the document included herein in Attachment A, entitled "Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco, and dated October 15, 1991;" and

BE IT FURTHER RESOLVED, That in adopting said amendment the Commission makes the following findings pursuant to Section 21081 of CEQA and Section 15091 of the State CEQA Guidelines:

1. Transportation mitigation measures described in the Final Supplemental EIR as those that could be implemented by other public agencies--coordination by PG&E with other utility companies requiring underground access during construction and adding a southbound right turn lane on the Embarcadero t Brannan--are infeasible because they are under the jurisdiction of other decision-makers and could not be acted on by the Commission.

2. Transportation mitigation measures described in the Final SEIR related to cumulative impacts have, in part been carried out, such as requiring transportation brokers for downtown office buildings, expanding peripheral parking near the retail areas of downtown, and encouraging housing production adjacent to employment centers in areas like Rincon Hill and Van Ness Avenue. Others are infeasible for reasons set forth in the actions adopting the Downtown Plan, the South of Market Plan and the Mission Bay Plan. Many of these latter measures would require approval by decision makers outside of the City, and most are system-wide measures such as major BART expansions that would require funding from and/or approval by MTC.

3. The transportation mitigation measures described in the Final SEIR as "Under Consideration" on pages 156-159 have been determined to be included as part of the Agency's plans to implement the Redevelopment Plan as amended, except the measure requiring that all traffic access to Site I be from First Street (now Delancy Street).

4. The measure requiring that all driveway access to Site I be from First Street is rejected as infeasible because a committment to this measure is premature in that structural information on the Oriental Warehouse is needed to determine whether use of all of the existing entrances on First Street can be maintained in such a way as to accomodate all of the vehicles for the entire parcel, and traffic circulation needs to be studied in detail to determine whether access through the Oriental Warehouse to all of the parking areas planned for the parcel could be accomodated.

5. Complete restoration of the Oriental Warehouse is infeasible because costs of reconstructing this privately owned building would be so expensive as to make the project uneconomical. Due to the poor structural condition of the building's foundation, the entire underpinning of the structure must be rebuilt and the existing unreinforced masonry walls tied into the new foundation and interior wall system. In so doing it becomes necessary to make certain interior and exterior modifications to allow the Warehouse to be adaptively reused.

6. Alternative A--No New Development--would amend the Master Plan to prohibit any new development beyond that existing and already approved in the Rincon Point-South Beach Redevelopment Plan area. This alternative is infeasible because it would leave much land vacant and/or under used in the Redevelopment Area, it would reduce the amount of new housing that could be produced in the City, it would not produce opportunities to reuse the Oriental Warehouse and restore a portion of that building, and would reduce any economic benefit to the City that would otherwise accrue from new development likely under the proposed Redevelopment Plan and Master Plan provisions.

7. Alternative B--No Change in the 1980 Redevelopment Plan--would not make the use changes proposed, but would permit continued development under the present Plan. This alternative is infeasible because it would not provide as much housing as the proposed project, would not permit an economically feasible use of the Oriental Warehouse and the rest of Site I, and would provide for about 800 fewer job opportunities than the proposed project.

8. Alternative C--Change in Designation of Sites C-1 and D Only--would permit housing on site D and office uses instead of a hotel use on site C-1 but would not change use designations on sites I or N. This alternative is infeasible because it would reduce the amount of housing possible in the Redevelopment Area by nearly 300 units and because it would not permit an economically feasible use of the Oriental Warehouse site;

9. Alternative D--Reduced Retail/Increased Parking At Sites I-1 and I-3--would provide 12,500 sq. ft. of retail and parking for about 500 cars in the Oriental Warehouse with no additional parking on Site I-3 while all other uses would remain as described in the proposed project. this alternative is infeasible because it would not restore any portion of the interior of the Oriental Warehouse, while the proposed project would restore one bay of this landmark structure.

10. Alternative E--Alternate Residential/Parking Use at Sites I-1 and I-3--would provide for about 40 live/work units and accompanying parking in the Oriental Warehouse on Site I-1 and would include the rest of the proposed housing and parking originally described for the project in new buildings on Site I-3, with no new retail uses on this site, for a reduction of 29,000 sq. ft. of retail in the Redevelopment Area. This alternative is not rejected but is also permitted by the proposed Redevelopment Plan amendment and by the amendments to the Northeast Waterfront Plan; and

BE IT FURTHER RESOLVED, That the Commission finds that amending the Northeastern Waterfront Plan would have benefits that override any significant environmental impacts in that the Northeastern Waterfront Plan would permit adoption of amendments to the Rincon Point-South Beach Redevelopment Plan that would provide for increased housing opportunities and would provide for feasible reuse of the Oriental Warehouse including partial restoration of one interior bay of the building for retail/commercial uses and accessory parking; and

BE IT FURTHER RESOLVED, That the Commission, in finding that the proposed amendments are on balance consistent with the Eight Priority Policies of the Planning Code, recognizes that adoption of the proposed amendment might have an adverse affect on a landmark structure. However, adoption of the amendment will further the Master Plan policies regarding provision of new market rate and affordable housing with no adverse affect on transportation, Muni services and open space, and finds that such provisions outweigh the potential adverse affects, which are not certain to occur; and

BE IT FURTHER RESOLVED, That the President of the City Planning Commission and the Director of Planning shall record the Commission's action on this amendment, and the Secretary to the Commission is hereby directed to certify an attested copy thereof to the Mayor and the Board of Supervisors and the Director of Planning is hereby directed to publish the Amendment for distribution to the public.

I hereby certify that the foregoing Resolution was adopted by the City Planning Commission on August 22, 1991.

Martha Kessler
Acting Secretary

Ayes: Commissioners Bierman, Boldridge, Hu, Morales, Tom

Noes: None

Absent: Engmann, Sewell

Adopted: August 22, 1991

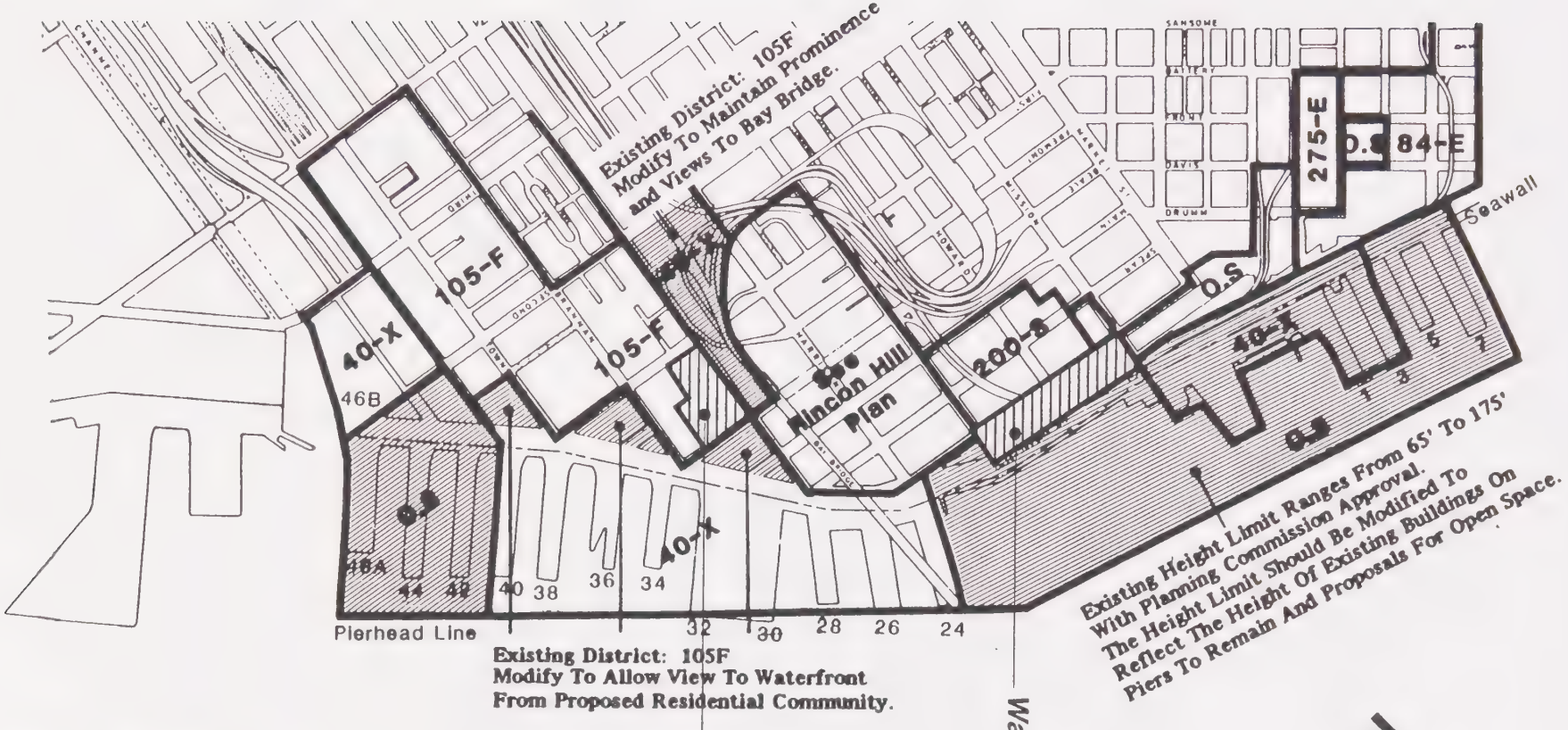
SS/512

Attachment 2A

Proposed Amendments to the Northeastern Waterfront Plan, an Area Plan of the Master Plan of the City and County of San Francisco

August 15, 1991

The following pages are extracted from the Northeastern Waterfront Plan, an Area Plan of the Master Plan. The particular sections of the Northeastern Waterfront Plan to be amended include: proposed land use in Assessor's Block 3741, shown on Map 4, page II.7.24 and described on page II.7.32, proposed land use in Assessor's Block 3789 on the Oriental Warehouse site, shown in Map 5 on page II.7.33, and described on page II.7.37. Of the text proposed to be amended, text proposed to be deleted is shown within ((DOUBLE PARENTHESES)); text proposed to be added is shown <u>UNDERLINED</u>.



BULK LIMITS :

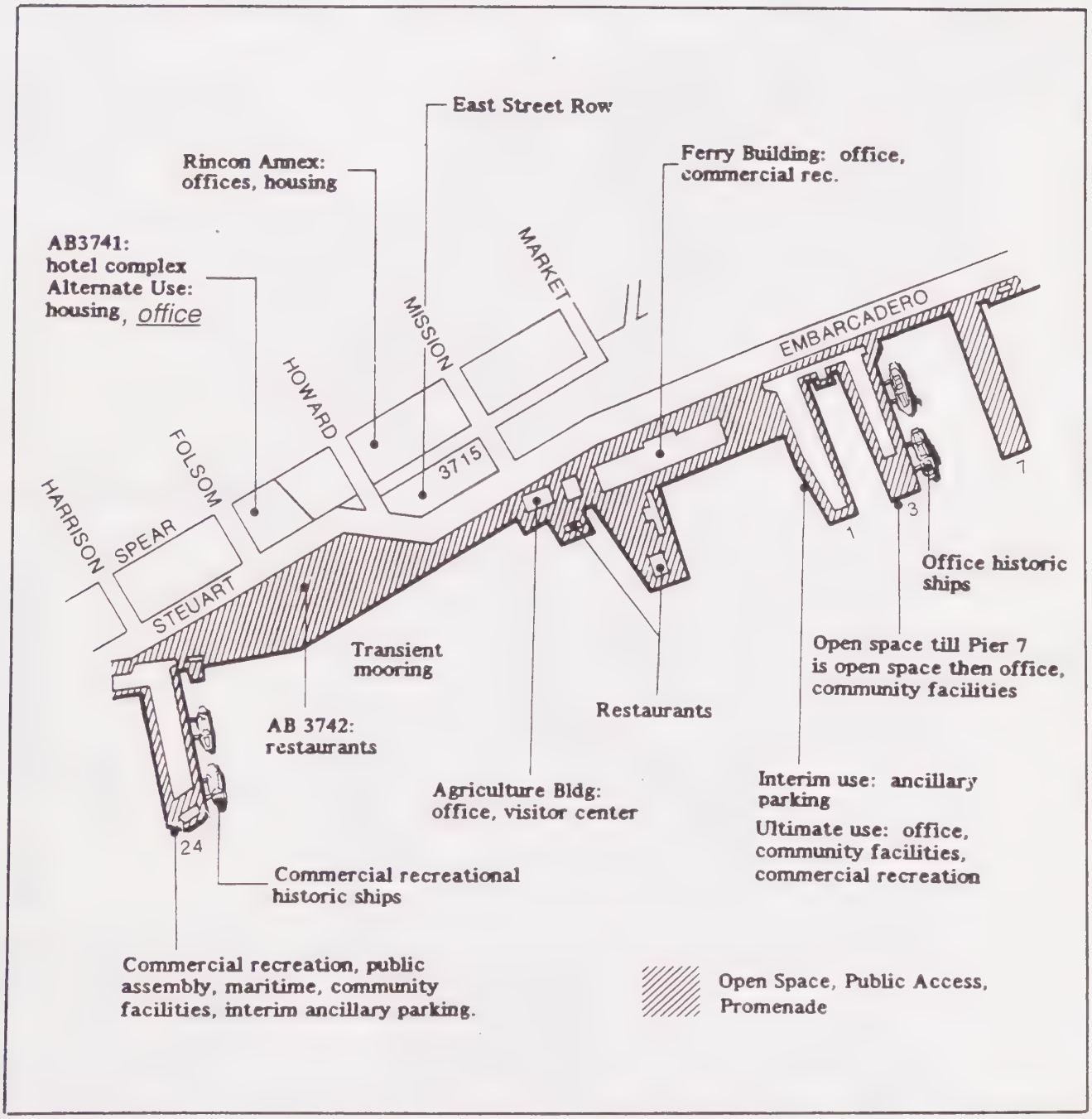
O.S. : Open Space District
E : Above 65' Max Length 110', Max Diagonal 140'
F : Above 80' Max Length 110', Max Diagonal 140'
S : See Planning Code #270
X : No Bulk Limits

Numbers Designate Maximum Vertical Dimension Feet

Proposed Changes To Height and Bulk Districts

PROPOSED HEIGHT AND BULK DISTRICTS

Map 3



FERRY BUILDING AREA
Land Use Plan

Map 4

Hills Brothers Coffee

POLICY 1

Retain Hills Brothers Coffee facility in its current use as long as possible and accommodate its needs for truck access and parking.

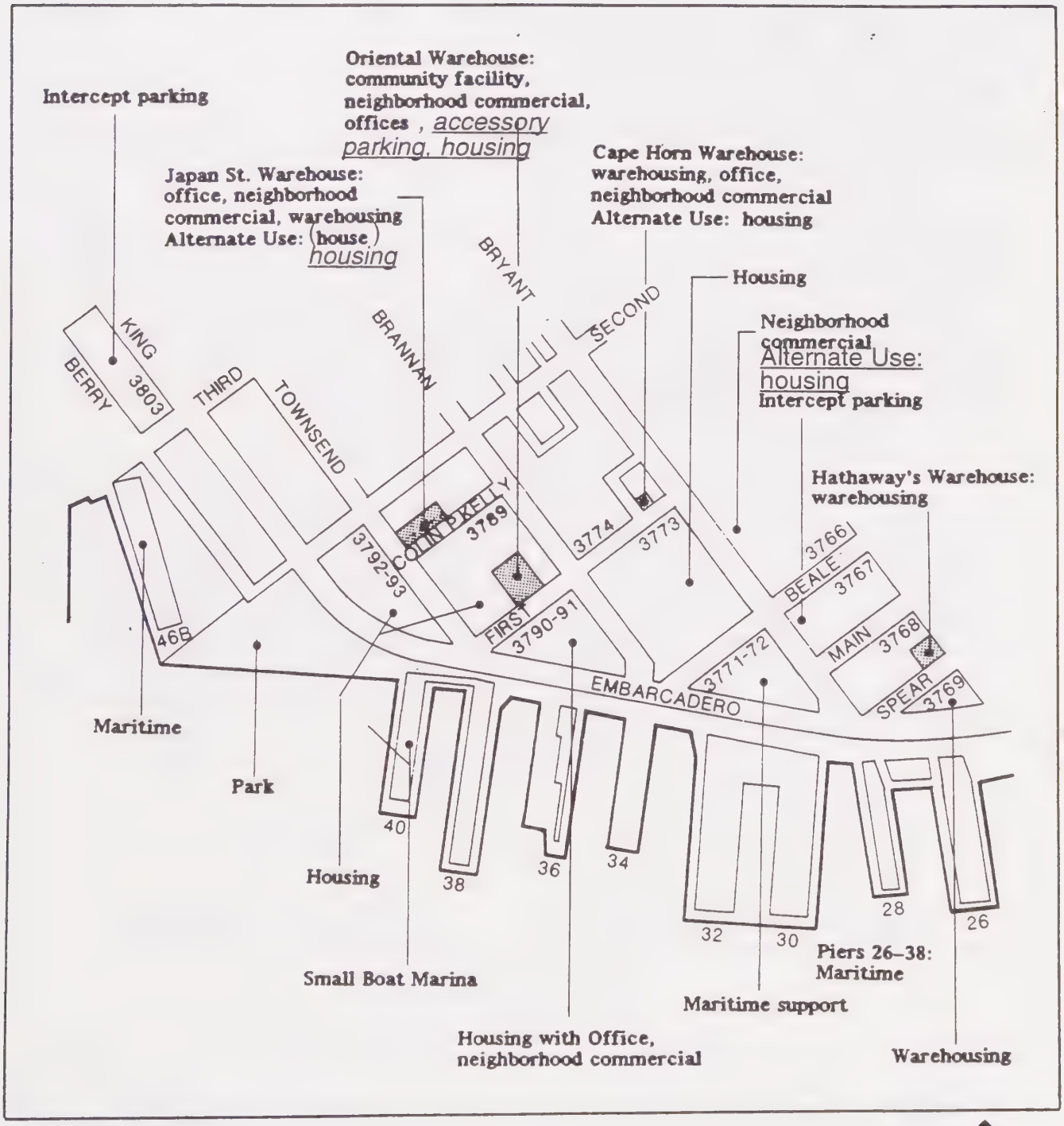
Block 3741

POLICY 1

Develop a 400 to 800 room hotel complex. 98 Folsom may be removed if necessary to accommodate the hotel. Retain the existing height limits. In the alternative, develop housing with a density range of 150 to 300 units per acre, or up to 460,000 gross square feet of office space .

POLICY 2

Design the hotel, housing, or office building, to maximize views and sunlight and minimize wind exposure. Perform wind tunnel and sun studies prior to final design approval. Locate taller elements as far west and north as possible to reduce shading on waterfront open space. Locate elevator cores and service areas towards the Embarcadero Freeway to the greatest extent feasible to screen noise and minimize impacts on the rest of the complex and open spaces. If feasible, use roof surfaces for gardens, terraces, and balconies. Develop balconies to take advantage of views and break up the building's mass. Use light colors on the building exterior and encourage bright accents to liven surfaces.



NORTH CHINA BASIN AREA
Land Use Plan

Map 5

Residential Neighborhood

Policy 1.

Develop housing in small clusters of 100 or 200 units. Provide a range of building heights ((between 4 to 9 stories)) with no more than 40 feet in height along the Embarcadero and stepping up in height on the more inland portions to the maximum of ((105)) 160 feet. In buildings fronting on Brannan Street in the 160 foot height area, create a strong base which maintains the street wall created by the residential complex to the east and the warehouse buildings to the west. Orient the mix of unit types to one and two bedrooms and include some three and four bedroom units. Pursue as the income and tenure goals, a mix of 20 percent low, 30 percent moderate and 50 percent middle and upper income, and a mix of rental, cooperative, and condominium units.

Walkways and Open Space

POLICY 1

Close the following streets completely: Berry between Second and the Embarcadero, the Embarcadero south of King, Main south of Bryant and Fremont south of Brannan. Close the following streets to through traffic, improve them as walkways and allow only limited local and service vehicle access: Townsend between Second and the Embarcadero, Colin P. Kelly Jr. between Townsend and Brannan, First between Brannan and the Embarcadero, Beale between Bryant and Brannan, and Second between King and Berry Streets.

POLICY 2

Develop a ((major)) plaza next to the Oriental Warehouse which is centrally located, and connect it to smaller open spaces within the proposed neighborhood. Have walkways open onto small plazas to create intimacy and spatial definition and orient them to be protected from winds. Enhance the feeling of outdoor security through use of lightning, walkways design, ingress and egress points and good surveillance by building orientation.

File No.91.641EM
Residence Element
Resolution of Adoption

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13238

WHEREAS, By Resolution No. 13200, A Resolution of Intent to Adopt an Amendment to the Residence Element was approved by the City Planning Commission at its regular meeting on November 14, 1991; and

WHEREAS, Resolution No. 13200 contained findings related to environmental review, citizen participation, the California Department of Housing and Community Development review process, and the proposed amendments' consistency with other elements of the Master Plan and with Section 101.1 of the City Planning Code; and

WHEREAS, The California Department of Housing and Community Development has reviewed the proposed amendment and, in a letter dated December 20, 1991, has found the amendment to be in compliance with State housing law, specifically Article 10.6 and Section 65583 (a)(8) and (c)(6) of the California Government Code which requires municipalities to address the need for preservation of low income affordable housing which may be at risk of conversion to market rate housing within the 1990 to 2000 time period; and

WHEREAS, The proposed amendment, contained within the document entitled Residence Element Update--Subsidized Housing Preservation Analysis and Programs, dated January 9, 1992 incorporates text and table format suggestions offered by the California Department of Housing and Community Development pursuant to their review;

THEREFORE BE IT RESOLVED, That the San Francisco City Planning Commission adopts and incorporates findings related to environmental review, citizen participation, the California Department of Housing and Community Development review process, and the proposed amendment's consistency with the Master Plan and Section 101.1 of the City Planning Code contained in Resolution No. 13200 and attached as Exhibit B.

BE IT FURTHER RESOLVED, That the San Francisco City Planning Commission hereby adopts the document entitled Residence Element Update--Subsidized Housing Preservation Analysis and Programs, January 9, 1992, attached as Exhibit A, as an amendment to the Residence Element of the City's Master Plan which was adopted by the City Planning Commission on September 13, 1990 by Resolution No. 12020.

BE IT FURTHER RESOLVED, That the Department transmit a copy of the amendment to the San Francisco Water Department which satisfies the requirement of Senate Bill 1019.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on January 9, 1992.

Linda Avery
Secretary

AYES: Commissioners Bierman, Elzey, Hu, Karasick, Morales

NOES: None

ABSENT: Commissioner Sewell

ADOPTED: January 9, 1992

SCM:rfp:508

Exhibit A
Title Page Only

FINAL

RESIDENCE ELEMENT UPDATE SUBSIDIZED HOUSING PRESERVATION ANALYSIS AND PROGRAMS

January 9, 1992

CITY AND COUNTY OF SAN FRANCISCO

CITY PLANNING COMMISSION

File No. 90.299ECKSQM
San Francisco Executive Park
South Bayshore Area Plan
Resolution No. 13303

SAN FRANCISCO
CITY PLANNING COMMISSION
RESOLUTION NO. 13303

WHEREAS, Pursuant to the San Francisco Charter the City Planning Commission is required to adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, On October 17, 1985 by Resolution No. 10458, the City Planning Commission adopted amendments to the South Bayshore Area Plan, an Element of the Master Plan; and

WHEREAS, On October 17, 1985 by Motion No. 10457M, the City Planning Commission (the "Commission") found the Final Subsequent Environmental Impact Report, 81.197E (the "FSEIR"), for the San Francisco Executive Park Development Plan Amendment a mixed use office/retail/residential development at San Francisco Executive Park, (the "Project") to be adequate, accurate and objective, and certified the completion of the FSEIR in compliance with the California Environmental Quality Act ("CEQA"), the State CEQA guidelines and Chapter 31 of the San Francisco Administrative Code; and

WHEREAS, On February 13, 1992, the Department issued a Note to File No. 90.299E stating that the modifications to the Project would not result in any new significant environmental effects beyond those analyzed in the FSEIR; and

WHEREAS, On October 17, 1985 by Motion No. 10461, the Commission approved the Project and the San Francisco Executive Park Development Plan Amendment ("Motion 10461"); and

WHEREAS, Certain amendments to the South Bayshore Area Plan of the Master Plan, including the Subarea Plan for San Francisco Executive Park, were adopted concurrently by the Commission on October 17, 1985; and

WHEREAS, Concurrently with this action, the Commission is conducting a duly noticed public hearing on a Conditional Use Authorization for proposed modifications to the residential development approved under Motion 10461 and the San Francisco Executive Park Development Plan Amendment; and

WHEREAS, The Subarea Plan for San Francisco Executive Park contained in the South Bayshore Area Plan of the Master Plan needs to be amended as shown on Exhibit A hereto to allow

construction of the residential portion of the Project in accordance with the proposed modifications thereto being considered concurrently with this Motion; and

WHEREAS, Notice of intention to hold a public hearing to consider the amendments to the Subarea Plan for San Francisco Executive Park and other matters was duly published, and a duly noticed public hearing was held by the Commission on February 27 and March 5, 1992; and

WHEREAS, In reviewing this application, the Commission has reviewed and considered the information contained in the FSEIR and accompanying documents, has had available to it for its review and consideration studies, letters, plans and reports pertaining to the Project contained in the case files of the Department of City Planning, and has heard testimony from interested parties; and

WHEREAS, The Commission deems appropriate the amendments to the Subarea Plan for San Francisco Executive Park to allow for construction of the proposed Project as modified; and

WHEREAS, The Amendments to the South Bayshore Plan to allow a Revised Housing Project is hereby found to be consistent with the Priority Policies of Planning Code Section 101.1 as follows:

A. <u>That existing neighborhood-serving retail uses be preserved and enhanced and future opportunities for resident employment in and ownership of such businesses enhanced;</u>

The Revised Housing Project site is a vacant parcel of land so that existing neighborhood-serving retail uses will not be adversely affected by the development. Rather, the development of approximately 565 residential units, with an estimated population of about 1200, child care and athletic facilities, and a restaurant at San Francisco Executive Park will enhance the existing neighboring retail opportunities in Little Hollywood, Visitation Valley and along Third Street (Bayview area) with an infusion of new family shoppers. The new base of shoppers may provide the economic stimulus for additional resident employment as well as for new services and shops to open. Because there is very little retail in the immediate area, the residents of the Revised Housing Project may be expected to purchase goods and services from the existing local retail community.

B. That existing housing and neighborhood character be conserved and protected in order to preserve the cultural and economic diversity of our neighborhood;

The Revised Housing Project site is vacant land and therefore the Revised Housing Project will not displace any existing housing. The character of the South Bayshore Area has been described as predominantly low rise buildings of four stories or less with distinctive identity to most of the facades. The plans for the Revised Housing Project are compatible with the height, facade, design, diversity and hillside characteristics of the area. Within the plan are proposed a mix of unit sizes ranging from one bedroom to four bedrooms. Because of the variety of units, the development will maintain the existing neighborhood diversity and family size. The neighborhood immediately adjacent to the development on the west is commercial office buildings and to the east a public sports facility (Candlestick Park) with acres of surface parking. The proposed development faces the bay with Bayview Hill to the rear. The main view of this property is from Highway 101 as vehicles traveling north approach the San Francisco City/County border with San Mateo County.

C. That the City's supply of affordable housing be preserved and enhanced;

The Revised Housing Project will not displace any existing affordable housing. The project will enhance the affordable housing in San Francisco by reserving ten percent of the units for households with incomes that do not exceed 120 percent of the median income for the San Francisco Primary Metropolitan Statistical Area SF-PMSA.

D. That commuter traffic not impede Muni transit service or overburden our streets or neighborhood parking;

Muni currently operates one route that uses the streets of the Project to serve the office tenants. The plan for circulation throughout the Revised Housing Project was carefully studied and this proposed development is not projected to create conflicts. Because there are no adjacent residential streets, the development will not overburden existing neighborhoods with traffic or parking. The development will have sufficient parking capacity, at 1.8 per unit, of designated stalls and any overflow parking can be accommodated in the parking lots of the office buildings immediately to the west. Additionally, a private shuttle

service operates as part of the Project Transportation Management Plan and will provide service to BART and CALTRAIN for the residents as well as the office tenants.

E. That a diverse economic base be maintained by protecting our industrial and service sectors from displacement due to commercial office development, and that future opportunities for resident employment and ownership in these sectors be enhanced;

The site is vacant and its development will not displace any existing industrial or service sector businesses. The development proposed in this application, approximately 565 residential units, child care facility, athletic facility and restaurant, will enhance the diverse economic base, particularly in the smaller retail businesses in the neighborhood. The development will also create the opportunity for additional resident employment and business that will provide maintenance and services to the new residents.

F. That the City achieve the greatest possible preparedness to protect against injury and loss of life in an earthquake;

Seismic safety will be an integral component of the planning. The engineering of systems and buildings will comply with the seismic safety standards of all applicable codes. The geology of the area indicates the area is stable and suitable for buildings of the type proposed.

G. That landmarks and historic buildings be preserved;

There are no landmarks or historic buildings that will be affected by the Revised Housing Project.

H. That our parks and open space and their access to sunlight and vistas be protected from development.

The Revised Housing Project casts shadows on Bayview Park and Candlestick Park. The shadows are very minor and will not have a significant adverse impact on the use of those properties. The Revised Housing Project casts a minor shadow on the Candlestick Point Recreation Area (not a Proposition K park) during the late afternoon during parts of the year. The shadow will not have a significant adverse impact on this open space. The Revised Housing Project will not adversely affect views from any parks or open space. Additionally,

views of parks and open spaces will not be impaired by the Revised Housing Project but, rather, will be enhanced by the public open space and landscaping of Bayview Hill which will be provided by the Project.

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby adopt those findings contained in Motion 13304 authorizing the modifications to Motion 10461 and approving the San Francisco Executive Park Development Plan Second Amendment, which actions are concurrent with the adoption of this resolution;

AND BE IT FURTHER RESOLVED, that the Commission hereby ADOPTS the amendments to the Subarea Plan for San Francisco Executive Park contained in the South Bayshore Area Plan of the Master Plan as set forth in Exhibit A attached hereto and incorporated herein by this reference;

AND BE IT FURTHER RESOLVED, That any provisions of the existing Master Plan of the City and County of San Francisco, or on a map of any other Area Plan or Element, that are inconsistent with the said South Bayshore Area Plan of the Master Plan as so modified, are hereby declared to be of no further force and effect; and

AND BE IT FURTHER RESOLVED, That the President of the City Planning Commission and the Director of City Planning shall record the Commission's action on the text and map comprising the South Bayshore Area Plan of the Master Plan, when the said text and map have been modified to incorporate the changes contained in the aforementioned Exhibit A, and the Secretary of this Commission is hereby directed to certify an attested copy thereof to the Mayor and the Board of Supervisors, and the Director of Planning is hereby directed to publish this amendment for distribution to the public.

DECISION

That based upon the Record, the submissions by the Applicant, the staff of the Department and other interested parties, the oral testimony presented to this Commission at the public hearings, and all other written materials submitted by all parties, the Commission hereby Approves Master Plan Amendment Case No. 90.299ECKSQM.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on March 5, 1992.

Linda Avery
Secretary

AYES: Commissioners Bierman, Boldridge, Hu, Karasick, Morales and Sewell

NOES: None

ABSENT: None

ADOPTED: March 5, 1992

low-density residential areas with the new, somewhat higher-density housing proposed near the shoreline, on Hunters Point Ridge, and on the higher slopes of Bayview Hill becomes apparent in the Plan, as does the better balance, within the district, of residential and industrial land.

The Plan also indicates the close bond between residential use and the proposed system of schools, playgrounds and shopping centers. The intent to contain industry and protect residential areas by buffers of planting and park strips becomes evident as these parts of the Plan are brought together.

Curtailment of fill and creation of parks and marinas at India Basin and in the Candlestick tidelands is a response to the expressed desire of the people of the South Bayshore and the surrounding communities as well as from more remote districts for recreation areas on the eastern shore of the City. The relationship of the shoreline to new residential areas, the accessibility of shoreline parks to high employment centers as well as to residents of the area and the linkage of this shoreline park system to the rest of the City and the region are major contributions of the proposed Plan.

It is these relationships which give the Plan meaning and purpose and integrity in response to the goals for development of the district which were established by the community. The Plan, being responsive as well to trends and issues in surrounding communities, and to City-wide goals and objectives, also relates the South Bayshore more closely to the rest of the City.



SUBAREA PLAN FOR SAN FRANCISCO EXECUTIVE PARK

OBJECTIVE 13

TO CREATE, AS A "GATEWAY TO THE CITY", A BALANCED URBAN DEVELOPMENT WHERE OFFICE, RETAIL SPACE AND A HOTEL ARE INTEGRATED WITH A CENTRAL PLAZA, PROMENADES, AND OPEN SPACE, WITH A NEW RESIDENTIAL COMMUNITY TO THE EAST.

The policies below shall apply to development of the Executive Park subarea. The Land Use Plan for the 71 acre Executive Park subarea appears in Map 2. The Circulation Plans (Automobile Access, Automobile Egress and Internal Automobile Circulation) appear in Maps 3, and 4, ~~and 5~~ and the Urban Form (height and bulk) Plan appears in Map 6.

POLICY 1: OFFICES

Develop a maximum of 1,700,000 square feet of office space. Locate all new office space, excluding office buildings OB-1, OB-2, OB-3, and OB-4 as shown on Map 2, north of Executive Park Boulevard in buildings which range in height from 4 stories to 15 stories, becoming taller the closer they are to the center. The massing of the structures, stepping up and back from the street incrementally, should reflect the form of the hillside to the north and reinforce the urban character of the project. Each building should extend out to the edge of the street incorporating an arcade which covers the sidewalk.

POLICY 2: TOWN CENTER

Develop a Town Center which is centrally located between existing and new development at the intersection of the pedestrian arcade which connects all office buildings north of Executive Park Boulevard and the pedestrian promenade which links the office/retail buildings with the hotel and surrounding offices south of the boulevard. At the base of the tallest office buildings, develop a plaza surrounded by retail arcades as a gathering place for the Executive Park community as well as the surrounding communities.

POLICY 3: HOTEL

Develop a hotel/meeting building with approximately 350 rooms primarily to serve office uses in the area. Locate the hotel directly south of the pedestrian promenade to create a counterpoint on axis with Town Center. Provide garage space for the hotel and the displaced surface parking under the hotel. Provide access to the hotel off Executive Park Boulevard to the north, via a pedestrian promenade and a formal vehicular access of the intersection of Alana Way and Harney Way.

POLICY 4: RETAIL USES

Provide approximately 45,000 square feet of retail space integrated with the office uses and situated primarily around the Town Center. Orient retail uses to serve office workers and residents of the area as well as those of surrounding communities. Provide additional retail space within the hotel. Allow a restaurant south of Alana Way.

POLICY 5: RESIDENTIAL COMMUNITY

Develop approximately six hundred units of housing (a considerable number should be two bedrooms) on the eastern portion of the site in two- to ~~four~~ eight-story structures over one- to ~~two~~ four-level parking podiums. ~~Construct the western-most cluster of housing around an automobile turnaround to create a gateway from the central site into the residential area.~~ Construct the ~~balance of the~~ housing ~~units to the east,~~ following the form of the hillside contours. Include children's play area(s) and if feasible, some convenience retail shopping.

POLICY 6: OPEN SPACE

Develop approximately twenty-six acres of the subarea as a hillside park and develop hillside trails as pedestrian links to the park from the Town Center, Bayview Hill Park and Candlestick Point State Recreation Area. At various locations and elevations construct a series of scenic vistas which allow people to rest, picnic, and enjoy the view of the bay.

Create a variety of landscaped zones on the hillside. The area adjacent to the freeway should be densely planted with trees and shrubs. Trees should be used to screen the parking structure as well as provide an appropriately scaled backdrop to the office buildings. The northern-most zone adjacent to Bayview Hill Park should be planted with trees and shrubs which are similar to those already growing within it, visually integrating both sides of the hill. The central portion of the hill should be planted with smaller shrubs and cascading plant materials which will cover the hillside with low growing vegetation, thereby softening the quarried texture of the exposed rock.

Limit overall building coverage in the development area (excluding the area designated OS in Map 6) to 50% and in the entire site 35%. Landscape the open area not used for streets and parking areas with ornamental plantings and coordinated flowering ground covers to provide a continuous series of related open spaces and to create a unified visual environment.

POLICY 7: TRANSPORTATION MANAGEMENT PROGRAM

Develop and implement a comprehensive transportation management program (TMP) in cooperation with the City, transit operators, ridesharing agencies and other agencies or organizations, to reach a long-term goal that at least seventy (70) percent of subarea employees will commute by transit, ridesharing, or some mode alternative to single-occupant vehicle.

Provide continuing on-site transportation brokerage services over the life of the project for subarea employees, residents and visitors, to coordinate a phased program of reduced trip-making by single-occupant vehicle for both commute and non-commute travel.

POLICY 8: PARKING

Limit the total number of commuter parking spaces to an amount proportionate to the long-term goal that at least 70 (seventy) percent of subarea employees will commute by transit, ridesharing, or some mode alternative to single-occupant vehicle. The amount of commuter parking to be provided at each phase of additional development shall be determined based on specific modal split goals for the cumulative number of employees projected to be employed at the subarea by the end of each development phase. Modal split goals shall include progressive reduction at each phase of total employees driving in single-occupant vehicles, from the current (1985) 81 percent to no more than 30 percent at office buildout. The amount of office visitor parking shall be determined at each development phase. The

total of commute and visitor parking spaces for office uses shall not exceed 1 space per 500 square feet of net rentable floor area.

Allow approximately 1.8 ~~1.5~~ parking spaces per unit for residential uses. Parking for retail, and restaurant patrons and visitors shall be provided at no more than two spaces per 1,000 square feet of net rentable floor area, and shall be reviewed at each development phase, based on demonstrated and projected need for parking to accommodate trips from outside the subarea. The amount of parking to be provided for hotel use will be determined at the project approval phase based on projected need for such parking, and shall not exceed one space per guest room.

Develop parking facilities to adequately serve the uses in all commercial buildings, with preferential rideshare and short-term visitor/patron parking provided closest to building entrances, design commercial parking structure to blend visually with the hillside, and soften visual impact of parking facilities by landscaping terraced levels with trees and cascading shrubs.

POLICY 9: TRANSIT

Provide continuing shuttle service throughout the day between the subarea, downtown and other regional transportation terminals as a supplement to public transit service, with sufficiently short headways to encourage their use and reduce dependency on autos for both commute and non-commute transportation needs. Such shuttle service shall be evaluated every three years to determine if patronage and market are sufficient to support public transit service for both commute and non-commute needs at the same levels of service.

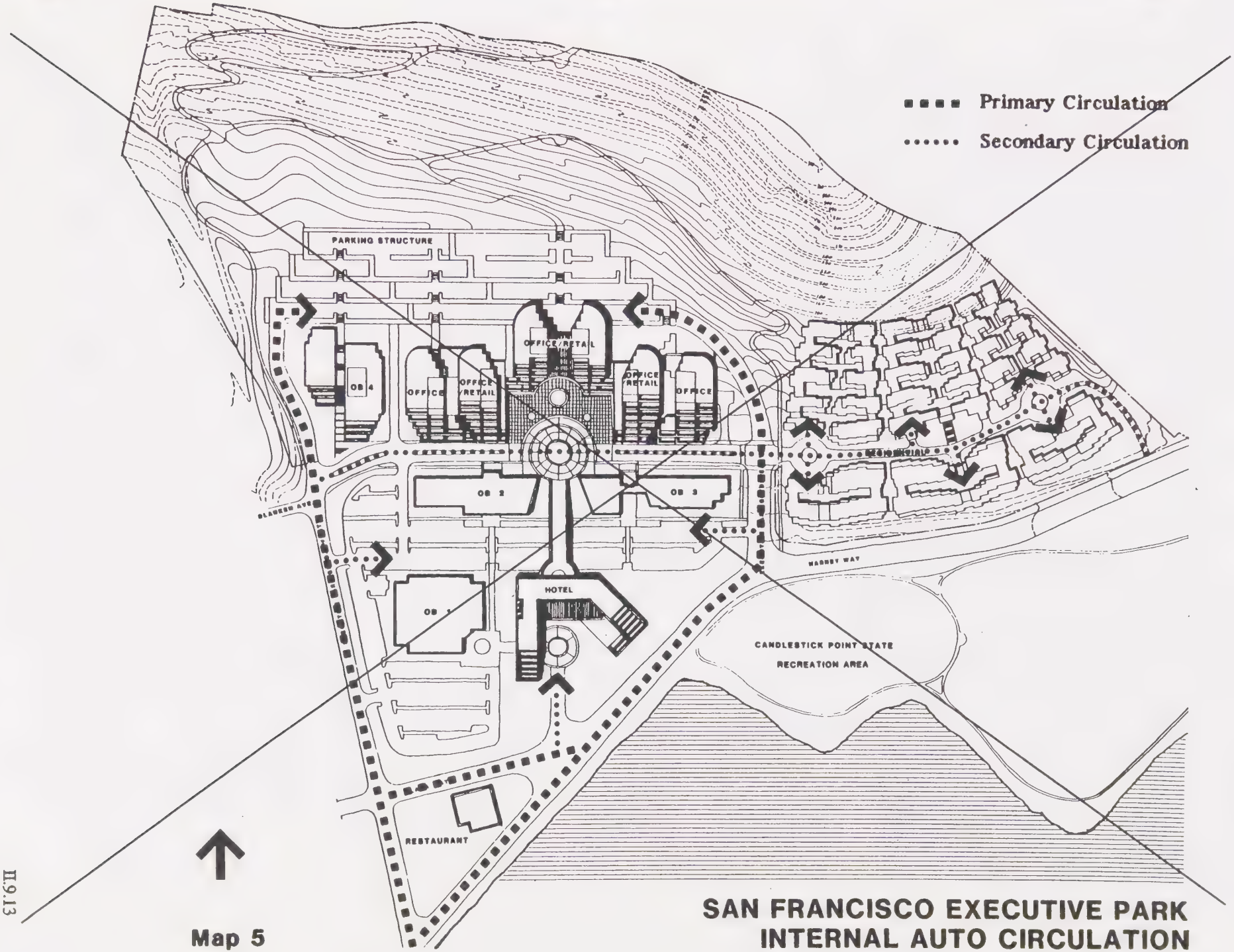

SAN FRANCISCO EXECUTIVE PARK
LAND USE PLAN
Map 2
RESIDENTIAL
CANDLESTICK POINT STATE
RECREATION AREA
HARNEY WAY
EXECUTIVE PARK BLVD. (EAST)
OFFICE
OFFICE/RETAIL
OFFICE
OFFICE/RETAIL
OFFICE
OFFICE/RETAIL
OFFICE
OB 4
OB 3
OB 2
OB 1
HOTEL
PARKING STRUCTURE
RESTAURANT
ALANA WAY
EXECUTIVE PARK BLVD. (WEST)
BLANKENBERG AVE.



Map 3

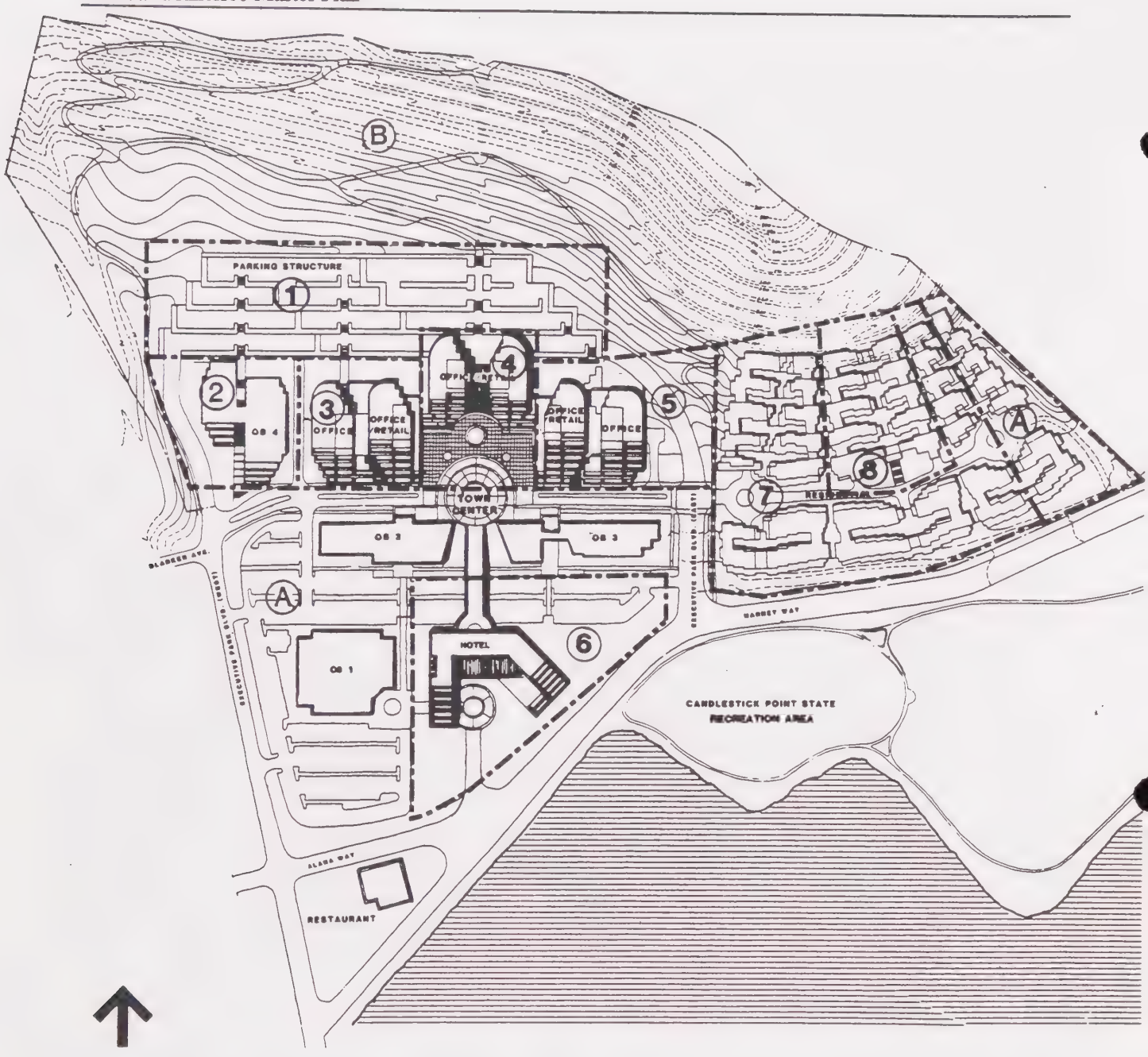
SAN FRANCISCO EXECUTIVE PARK
AUTO ACCESS

SAN FRANCISCO EXECUTIVE PARK
AUTO EGRESS
Map 4
BEATTY RD.
TUNNEL AVE.
SO. PACIFIC STATION
BLANKEN AVE.
BAYSHORE BLVD.
BAYSHORE FREEWAY
JAMESTOWN AVE.
JAMESTOWN AVE. EXTENTION
BARNEY WAY
EXECUTIVE PARK BLVD. (EAST)
EXECUTIVE PARK BLVD. (WEST)
ALCATRAZ AVE



Map 5

SAN FRANCISCO EXECUTIVE PARK
INTERNAL AUTO CIRCULATION



SAN FRANCISCO EXECUTIVE PARK : URBAN FORM PLAN

ZONE	HEIGHT	BULK
1	40*	X
2	100	G
3	140	H
4	200	I
5	165	I
6	80	X
7	60	X
8	~~60~~ 80	X
A	40	X
B	OS	

BULK LIMITS

Symbol	Height Above Which Maximum Dimensions Apply	Maximum Building Length	Maximum Diagonal Dimension
G	80	170	200
H	100	170	200
I	150	170	200
X	Bulk Limits Not Applicable		

*40 ft. height of Parking Structure is measured from street level at Executive Park Blvd. North (el.36) and is approximately 40 ft above existing grade.

[appears to be a typographical error]

Map 6

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13405

WHEREAS, San Francisco's economic and social well-being and vitality depend on the City having a range of housing types and prices for all its inhabitants. The Residence Element sets forth the objectives, policies and programs that address the City's housing needs; and

WHEREAS, In recent years, construction of market rate housing for single adults (studios) and small families (1 and 2 bedroom units) has met the demand for such units, while construction of lower income housing has considerably fallen short of demand. The response by the City's lower income households has been to overcrowd and overpay; both of these responses have adverse impacts for the household's health and well-being and the City's economic vitality; and

WHEREAS, Federal and state housing subsidies are not sufficient by themselves to satisfy the housing needs of very low, low and moderate income households; the housing shortage for persons of limited income poses a serious threat to the public health, safety and welfare of the City; and such emergency should be met by local steps to correct this shortage; and

WHEREAS, The City Planning Commission adopted, on September 13, 1990, a Residence Element of the Master Plan which includes a policy to require inclusion of affordable housing as a condition of approval of large housing developments. This policy, Objective 7, Policy 1, states:

"Include affordable units in larger housing projects."

"Inclusion of affordable housing should be required as a condition of approval of housing projects containing 10 or more units which seek Planning Commission approval as conditional uses or planned unit developments. As a general guideline, a minimum of 10% of the units should be affordable."

WHEREAS, The City Planning Commission, by Resolution No. 13052 on April 4, 1991, adopted guidelines for the application of inclusionary affordable housing requirements which are published in a document entitled "Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy"; and

WHEREAS, Objective 9, Policy 1 of the Residence Element seeks to employ uniform definitions of permanent affordability, to speed up project review and permit processing time; and

WHEREAS, During the approximately 16 months the guidelines have been in effect, a number of amendments have been suggested to improve project review, marketing, monitoring and enforcement procedures, including the application of uniform definitions and language; and

WHEREAS, Uniform language and procedures have been designed cooperatively by the Department of City Planning, the Mayor's Office of Housing, the San Francisco Redevelopment Agency, and the City Attorney's Office; and

WHEREAS, This uniform language and these procedures have been incorporated into three documents proposed by these city agencies for adoption by the City Planning Commission as policies and procedures for the application of its Inclusionary Affordable Housing Policy, the three documents attached as Exhibits A, B and C to this Resolution include:

1. An update of the Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy, which includes 1992 Housing and Urban Development (HUD) household affordability figures, in addition to the uniform language and standard procedures;

2. Sample Language for Affordable Housing Conditions for City Planning Commission Motions of Approval; and

3. A new document entitled Affordable Housing Monitoring Procedures Manual, which contains the uniform definitions and procedures referenced in the aforementioned two documents.

THEREFORE, BE IT RESOLVED, That the City Planning Commission does hereby adopt the amendments to the Guidelines for the Application of San Francisco's Inclusionary Affordable Housing Policy attached hereto as Exhibit A and which will be updated administratively each year with current income figures, and adopts the definition of terms and procedures described in the document entitled Affordable Housing Monitoring Procedures Manual, attached as Exhibit B, and adopts Sample Language for Affordable Housing Conditions for City Planning Commission Motions of Approval, attached as Exhibit C.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on September 10, 1992.

Linda Avery
Secretary

AYES: Commissioners Fung, Levine, Prowler, Smith and Unobskey
NOES: None
ABSENT: Commissioners Boldridge and Lowenberg
ADOPTED: September 10, 1992

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Exhibit A
Title Page Only



RESIDENCE ELEMENT

An Implementation Program of the Residence Element of the Master Plan

Guidelines for Application of San Francisco's Inclusionary Affordable Housing Policy

SAN FRANCISCO DEPARTMENT OF CITY PLANNING
September 1992

Exhibit B
Title Page Only



RESIDENCE ELEMENT

An Implementation Program of the Residence Element of the Master Plan

City and County of San Francisco Affordable Housing Monitoring Procedures Manual

SAN FRANCISCO DEPARTMENT OF CITY PLANNING
September 1992

Exhibit C
Title Page Only



RESIDENCE ELEMENT

An Implementation Program of the Residence Element of the Master Plan

Sample Language For City Planning Commission Affordable Housing Requirements

SAN FRANCISCO DEPARTMENT OF CITY PLANNING
September 1992

File No. 91.548M
Amendments to the Recreation and Open Space Element of the Master Plan

San Francisco

City Planning Commission

Resolution No. 13411

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The Recreation and Open Space Element contains policy language on recreational trails which are contained in Regional Policy #3 and Citywide Policy #8, and shown in Map #4, 5, 6, 7, and 8; and

WHEREAS, in 1987, the State legislature passed SB 100, which authorized the Association of Bay Area Governments (ABAG) to establish policies and a route alignment for a continuous hiking and bicycle trail around the perimeter of San Francisco and San Pablo Bays, called the Bay Trail; and

WHEREAS, The Association of Bay Area Governments, in cooperation with local, regional, State and Federal agencies throughout the nine Bay Area counties, has developed a plan for the Bay Trail that will link recreation and open space areas throughout the Bay area with 400 miles of hiking and bicycling trails; and

WHEREAS, a parallel planning effort was also established by the Bay Area Ridge Trail Council, a private non-profit organization, to plan for a 400+ mile recreational trail connecting parks and public open space along the major ridgeline circling the Bay, called the Ridge Trail; and

WHEREAS, Staff of the Recreation and Park Department and the City Planning Department participated with the Bay Trail Council, preparing a plan for the Bay Trail, and with the Bay Area Ridge Trail Council, preparing a plan for the Ridge Trail; and

WHEREAS, The Bay Trail, Ridge Trail and Coastal Trail will enhance recreational opportunities for a broad range of users on recreational trails along the Bay, Ocean, and linking the City's ridgelines and hilltop parks; and

WHEREAS, the Recreation and Open Space Element was adopted in 1987, and contains general policy text on recreational trails and maps designating a proposed a trail in San Francisco along the shoreline, but does not incorporate planning for the Bay and Ridge Trails throughout the nine county Bay Area, which have been planned since 1987; and

WHEREAS, the proposed amendment would update the Element, amending Regional Policy #3, and Citywide Policy #8 revising the text and providing additional policy language on regional bicycle and hiking trails and adding text describing the Bay Trail, Ridge Trail, and Coastal Trail in San Francisco, and would revise Maps #4, 5, 6, 7, and 8, deleting the "Proposed Shoreline Trail" and adding the Bay Trail, Ridge Trail, and Coastal Trail; and;

WHEREAS, The proposed Coastal Trail and Bay Trail alignments, when taken together, generally follow the alignment of the "Proposed Shoreline Trail" which they would replace, with some modification; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Section 101.1, as follows:

Section 101.1 Findings

A. That Existing Neighborhood-Serving Retail Uses be Preserved and Enhanced.

The proposed Master Plan amendment would preserve existing neighborhood-serving retail. In areas where trails travel through neighborhoods which have neighborhood-serving retail uses, such as portions of the Bayview, Fisherman's Wharf, the Haight, Western Addition, etc., trail users may patronize existing neighborhood-serving retail establishments, and therefore enhance these uses.

B. That Existing Housing and Neighborhood Character be Conserved and Protected in Order to Preserve the Cultural and Economic Diversity of Our Neighborhoods.

The proposed Master Plan amendment would have no negative effect on existing housing and neighborhood character. Hikers and bicyclists using the proposed Ridge Trail, Bay Trail, and Coastal Trail would, by their presence, help to make the streets over which they travel, safer for pedestrians.

C. That the City's Supply of Affordable Housing be Preserved and Enhanced.

The proposed amendments would have no effect on this policy.

D. That Commuter Traffic not Impede Muni Transit Service or Overburden our Streets or Neighborhood Parking.

The proposed amendments would have no effect on this policy. The trails would encourage increased hiking and bicycling, and also use of Muni Transit to hike trail segments.

E. That a Diverse Economic Base be Maintained by Protecting our Industrial and Service Sectors from Displacement due to Commercial Office Development, and that Future Opportunities for Resident Employment and Ownership in these Sectors be Enhanced.

The proposed amendments would have no effect on this policy.

F. That the City Achieve the Greatest Possible Preparedness to Protect Against Injury and Loss of Life in an Earthquake.

The proposed amendments would have no effect on this policy.

G. That Landmarks and Historic Building be Preserved.

The proposed amendments would have no effect on this policy.

H. That Our Parks and Open Spaces and their Access to Sunlight and Vistas be Protected from Development.

The proposed Master Plan amendment would incorporate pedestrian and hiking trails into the Master Plan. The trails would extend along San Francisco Bay, along the Ocean, and generally along the major Ridgeline within the City. The trails will act as a ribbon, joining various City neighborhoods, and providing panoramic views from San Francisco's hilltop parks, and linking parks and public open spaces along the Bay and Ocean. The trails will help to link the City's parks and public open spaces, encourage another form of active recreation - hiking and bicycling - and encourage increased use and patronage of the City's parks and public open spaces. In these ways, the amendment will help to protect our parks and their access to sunlight and protect vistas from development; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on October 1, 1992; and

WHEREAS, On October 1, 1992 the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061(b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS "Proposed Amendments to the Recreation and Open Space Element of the Master Plan", dated October 1, 1992, attached hereto as Exhibit A.

I hereby certify that the foregoing Resolution as ADOPTED by the City Planning Commission on October 1, 1992

Linda Avery
Secretary

AYES: Commissioners Fung, Levine, Lowenberg, Prowler, Smith, Unobskey

NOES: None

ABSTAINED: None

ABSENT: Commissioner Boldridge

ADOPTED: October 1, 1992

Exhibit A

91.548M

Proposed Amendments to the Recreation and Open Space Element of the Master Plan

October 1, 1992

This is a proposal to amend the Recreation and Open Space Element of the Master Plan, revising policy text on recreational trails in Regional Policy #3, and Citywide Policy #8, and revising Maps 4, 5, 6, 7, 8. The maps would be revised, deleting the alignment of a "Proposed Shoreline Trail" and designating routes consistent with the Bay Area Ridge Trail, and Bay Trail routes, and also designating a Coastal Trail route. Taken together, the Coastal Trail and Bay Trail alignments generally follow the alignment of the "Proposed Shoreline Trail" they would replace, with modification.

Note: In the proposed Master Plan text below, existing policy text with no proposed changes is shown as regular text. Text proposed to be added is underlined. Text proposed to be deleted is shown ~~with strike-outs~~.

Two sets of Map #4, 5, 6, 7, and 8 are included. For each set of maps, the first map is the current adopted version, showing the trail alignment proposed to be deleted; the second map incorporates the trail alignment proposed to be added.

Regional Policy 3
Increase the accessibility of regional parks by locating new parks near population centers, establishing low user costs, improving public transit service to parks and creating regional bike and hiking trails.

Many state and national parks are located a considerable distance from densely populated urban areas. Automobile access is usually required. Most of these parks are excellent for vacations, but they are often impractical for weekend or day use.

While overloading parks should be avoided, cost or inconvenience should not in itself exclude people from parks. Rather, user costs should be held low, accessibility improved, and new regional parks located close to cities. At the same time access is made easier, recreational activities in parks should be carefully managed to prevent overuse and environmental damage.

Public Transit

Improved public transit is key to increasing the accessibility of regional parks. Frequent and convenient transit service will make it easier for people who do not own cars to reach these areas, encourage people with cars to leave them at home when going to the parks, and reduce the impact of the automobile on the natural landscape. Transit can also be used to shift demand from crowded parks to lesser known facilities.

Hiking and Bicycle Trails

A regional hiking and bicycle trail system should be developed for the San Francisco Bay area to increase recreational opportunities throughout the area, and to link parks and public open space of local and regional importance. Hiking and bicycle trails can provide access to regional parks and open spaces, and link these to communities throughout the region. These trails can provide another alternative to the automobile for access to regional open space areas at minimal cost without adverse effects on the community or open space. Creation and maintenance of a safe and convenient trail system would also foster hiking and bicycling as recreational activities. Trails that tie population centers to regional parks and open space are particularly appropriate.

Three trails should be developed. One trail should encircle the Bay. Another trail should be aligned along the major ridgelines in the Bay Area. A third trail should follow the coast line. Trails should be designed to appeal to a wide range of users, including children, the elderly, and the disabled, to the extent feasible.

Two regional trails are currently being planned. The Association of Bay Area Governments, ABAG, has proposed the alignment for a 400 mile long Bay Trail, a bicycle and hiking trail that would travel around the perimeter of San Francisco and San Pablo Bays. The Bay Area Ridge Trail Council has been planning a Ridge Trail alignment that will connect parks along the major ridgelines circling the Bay. The Ridge Trail is designed to accommodate hikers, bicyclists, and equestrians, where safe and desirable. When completed, the Ridge Trail will be approximately 400 miles long. A trail along the coast line should also be planned in the future.

The City should coordinate planning for the Ridge Trail and Bay Trail alignments within San Francisco (see Objective 2, Policy 8, and Objective 3, Policy 3), so that they link up with the trails in San Mateo and Marin Counties. Creation of the two recreational trails should be given high priority for implementation in the years ahead. In addition, the potential for developing recreational trails along stream corridors, the coast line, and abandoned rail rights-of-way throughout the region should be investigated. The City should work with other local municipalities, public agencies and interested private organizations and individuals to develop a comprehensive regional trail system for the Bay area.

~~Bicycle Trails~~

~~A regional bikeway system should be developed for the San Francisco Bay area to provide for more recreational transportation throughout the Bay Area and to regional open space areas. The bicycle can provide another alternative to the automobile for access to regional open space areas at minimal cost without adverse effects on the community or open space. Creation and maintenance of a safe and convenient bike route system would also foster bicycling as a recreational activity. Bike trails that tie population centers to regional parks and open space are particularly appropriate.~~

~~Creation of a shoreline trail and route system circling the bay, and bicycle routes on the major ridgelines should be given high priority for implementation in the years ahead. The potential for developing exclusive recreational bicycle trails along stream corridors, the ocean, and abandoned rail rights-of-way throughout the region should be investigated. The City should~~

~~work with other local municipalities, public agencies and interested private organizations and individuals to develop a comprehensive regional bicycle trail system for the Bay area.~~

The City's bicycle trail system, identified in the Transportation Element of the Master Plan, should tie in with regional bicycle trails system. Better linkage is needed between the City's bike routes and suggested regional ~~bikeway~~ trails. ~~A safer and more convenient connection with the regional bike route at the Golden Gate Bridge concourse could result in increased bike ridership to Marin and the North Counties. Better linkage is also needed along the Great Highway or other routes to meet the South San Francisco and Peninsula bike routes.~~

Provision for Bicycles on Transit

Better coordination with regional public transportation networks could increase potential bicycle usage with little public expenditure. Efforts should be made to improve recreational bicycle access to regional transit routes, including ferry systems, which directly serve regional parks and regional trails. The Bay Area Rapid Transit (BART) system already permits bicycles on the system during non commute hours. Brochures or maps that provide information about and directions to nearby parks and regional open space should be available at appropriate BART stations and other transit terminals. Bicycle racks should be added to bus carriers that serve regional parks as a primary destination. Provision of bicycle racks on buses serving these routes would provide recreational bicyclists with better access to regional parks and open space. People should be able to use the regional public transportation network to reach a regional park or trail. Then they could hike or bicycle a portion of the park or trail, and should be able to return home using the regional public transportation system.

~~Regional Hiking Trails~~

~~Hiking trails can provide pedestrian access to regional parks and open spaces, and link these to communities throughout the region. The East Bay Regional Park District has been creating and developing hiking, bicycle and equestrian trails to link some of the regional parks within their jurisdiction. A hiking trail system of this type should be created or extended throughout the region. Convenient linkages between the Bay Area regional hiking trail system and the San Francisco urban trail system should be created.~~

National Historic Trail

In 1775, the Spanish explorer Juan Bautista De Anza set out northward on an overland expedition from Sonora, Mexico, through Arizona and California to the San Francisco Bay

Area. The National Park Service is working with other public agencies and private groups to establish the De Anza National Historic Trail. The City should coordinate work with these groups to designate a trail route within the City and County of San Francisco that follows the route of the De Anza Expedition as closely as possible. The City should encourage installation of trail markers, and provision for a route map and public information to enhance public use and enjoyment of the trail.

Citywide Policy 8

Develop a ~~citywide urban~~ recreational trail system that links City parks and public open space, ridge lines and hilltops, ~~the waterfront,~~ the Bay and ocean, and neighborhoods, and ties into the regional recreational trails system.

~~An urban trails~~ A recreational trail system should be created on streets, ~~and~~ public rights-of-way and park land, ~~provide~~ providing interesting pathways to link city parks and public open space with the neighborhoods. ~~A comprehensively planned urban trail system, composed of carefully selected routes and well designed details, could be a valuable recreation resource. The citywide system should have convenient links with the regional hiking trail system, and with regional transit systems. Development of the trail system should include the following elements:~~ Three trails are currently envisioned. One trail would be part of the San Francisco Bay Trail. The second would link up with the Bay Area Ridge Trail. The third would be a Coastal Trail route along Ocean Beach. The trails should accommodate hikers and bicyclists. They should be designed to appeal to a wide range of users, including children, the elderly, and the disabled, to the maximum feasible extent.

In San Francisco and other highly urbanized areas, the primary trail users would most likely be hikers and bicyclists. The Ridge Trail, in addition, may be planned to accommodate equestrians, where feasible and desirable. In some instances, pedestrians, bicyclists and equestrians would have separate trail routes. The trails will be part of the regional trail system, linking up with the trails in San Mateo and Marin Counties.

Route Selection

The objective in route selection should be to ~~choose trails~~ select interesting routes along the Bay, Ocean, and linking the City's primary ridgeline and hilltop parks, in areas that provide information about the city's history, frame vistas of the City and Bay region, and permit the opportunity to view and visit interesting cultural, architectural and natural geographic features. In the future, a system of trails connecting the Ridge and Bay Trails should be created. It may also be necessary and desirable to make minor changes in trail alignments. The trail system should link city parks and public open space with interesting historic, natural, and man-made features that may attract and accommodate a variety of users.

Trails should be planned and designed to avoid impacting environmentally sensitive areas such as wetlands, and in a manner consistent with the policies of the land management agency through which the trail traverses.

The Bay Trail

The Bay trail should traverse the eastern edge of the City and should be oriented along the Bay from San Mateo County, to the Golden Gate Bridge. The Bay Trail alignment within San Francisco should link he following parks and public open spaces, as shown on Map 4:

- Candlestick Point State Recreation Area
- India Basin park (Planned)
- Warm Water Cove
- Islais Creek
- Aqua Vista Park
- Mission Bay Wetland & Park (Planned)
- South Beach Marina & Park (Planned)
- Rincon Point Park(Planned)
- Justin Herman Plaza
- Ferry Plaza (Ferry Service to Marin, East Bay
- Pier 7 Public Access Pier
- Pier 39
- Aquatic Park and Fort Mason (GGNRA)
- Marina Green
  Crissy Field (GGNRA)
- The Presidio (GGNRA)
- Fort Point National Historic Site (GGNRA)

The Ridge Trail

The Ridge Trail should contain a number of alternate route alignments within San Francisco, following public rights-of-way and travelling through or adjacent to public parks and open space along ridge lines and connecting hilltop parks. The Ridge Trail should link the following parks:

- Fort Funston (GGNRA
- Lake Merced
- Pine Lake Park/Stern Grove
- Glen Canyon Park
- John McLaren Park
- Twin Peaks
- Buena Vista Park
- Corona Heights Park
- The Panhandle - Golden Gate Park
- Alamo Square
- Kimball Playground
- Alta Plaza Park
- The Presidio (GGNRA)

In addition to these trails, other recreational trails should be planned. In the Western part of the City, a Coastal Trail should be planned along Ocean Beach, to Lincoln Park and Baker Beach in the Presidio (GGNRA). Similarly, a system of trails connecting the Bay Trail and the Ridge Trail with different neighborhoods and parkland would create a variety of trail experiences, and increase recreational opportunities throughout the City.

Route Information

A map showing the trail routes and park system should be available for public distribution. In addition, trail markers or signs should also be installed along ~~the~~ routes to identify the trail, provide directional information, and designate segments of the trail for hikers, bicyclists, and/or equestrians.

Landscape Treatment

Landscape treatment of the trail system could include installation of trees and other vegetation as well as special paving materials and street furniture to provide pleasant resting areas. use of street furniture, signage, and other design elements should be used consistently along the trail to facilitate trail identification.



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

Acquire For or Convert To Public Open Space

Provide New Open Space in the General Vicinity

PROPOSED RECREATION TRAILS

Hiking and Bicycle

Hiking and Bicycle Alternative

Hiking

Bicycle

PROPOSED TO BE ADDED

Proposed Amendment 10/1/92
As Amended by CPC Res. #13411



CITYWIDE RECREATION & OPEN SPACE PLAN

Map 4

EXISTING PUBLIC OPEN SPACE

Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

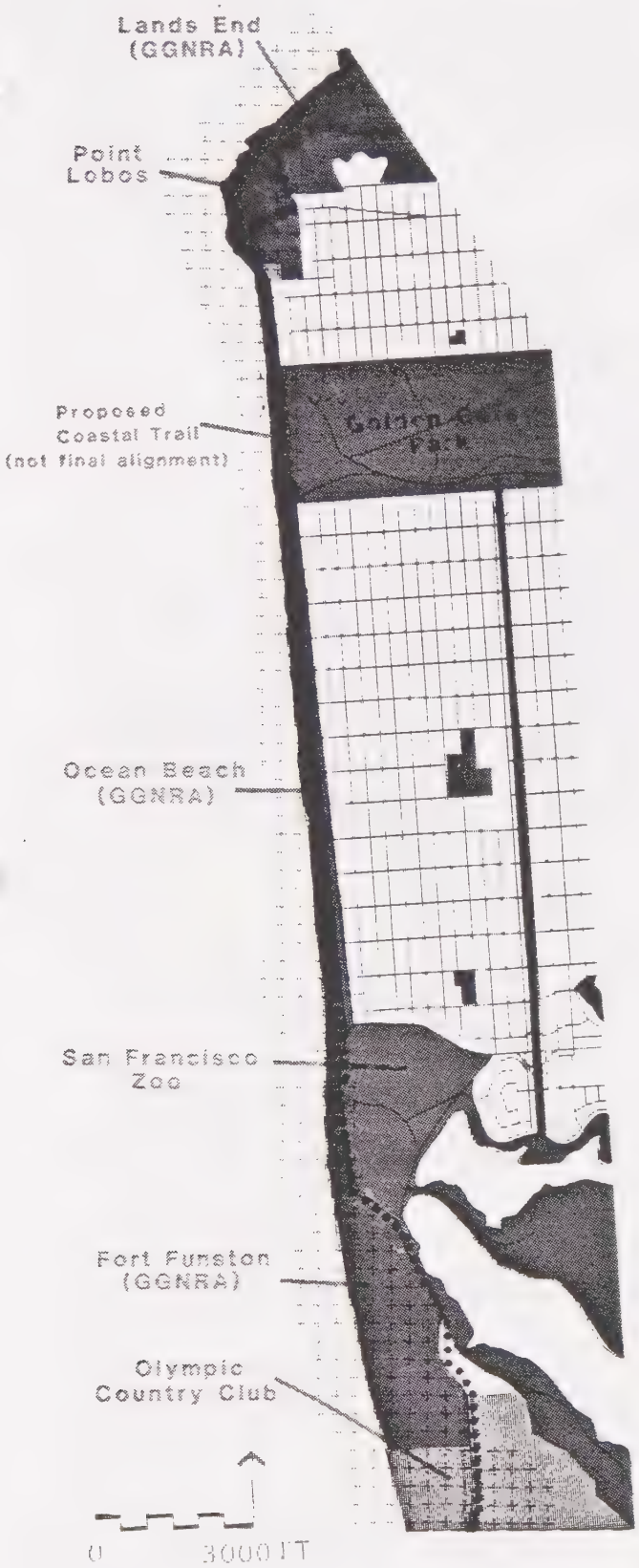
Acquire For or Convert To Public Open Space

Provide New Open Space in the General Vicinity

Proposed Shoreline Trail

PROPOSED TO BE DELETED

Proposed Amendment 10/1/92
As Amended by CPC Res. #13411



Map 5

WESTERN SHORELINE PLAN

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

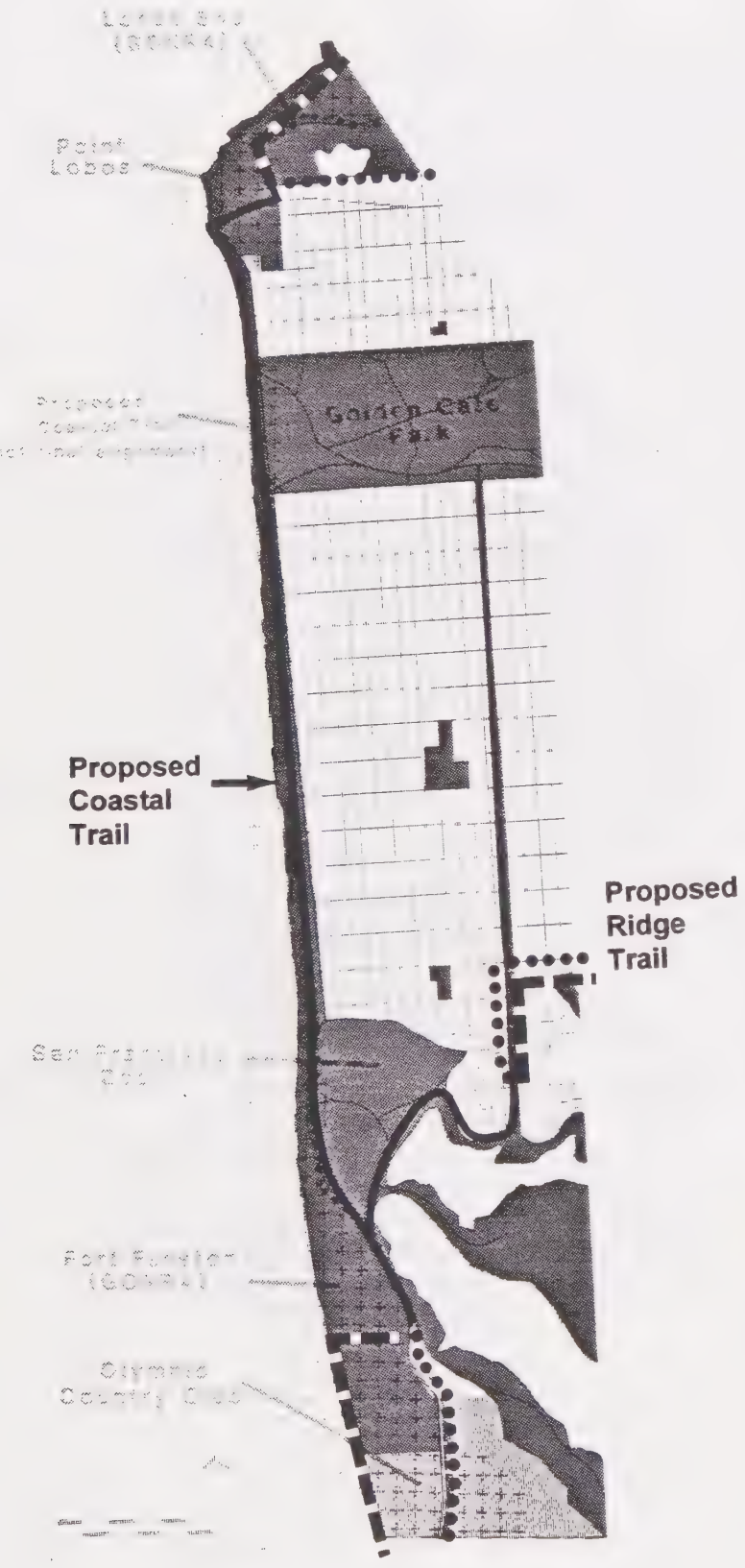
Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along the Shoreline

Proposed Shoreline Trail

PROPOSED TO BE DELETED



Map 5

WESTERN SHORELINE PLAN

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along the Shoreline

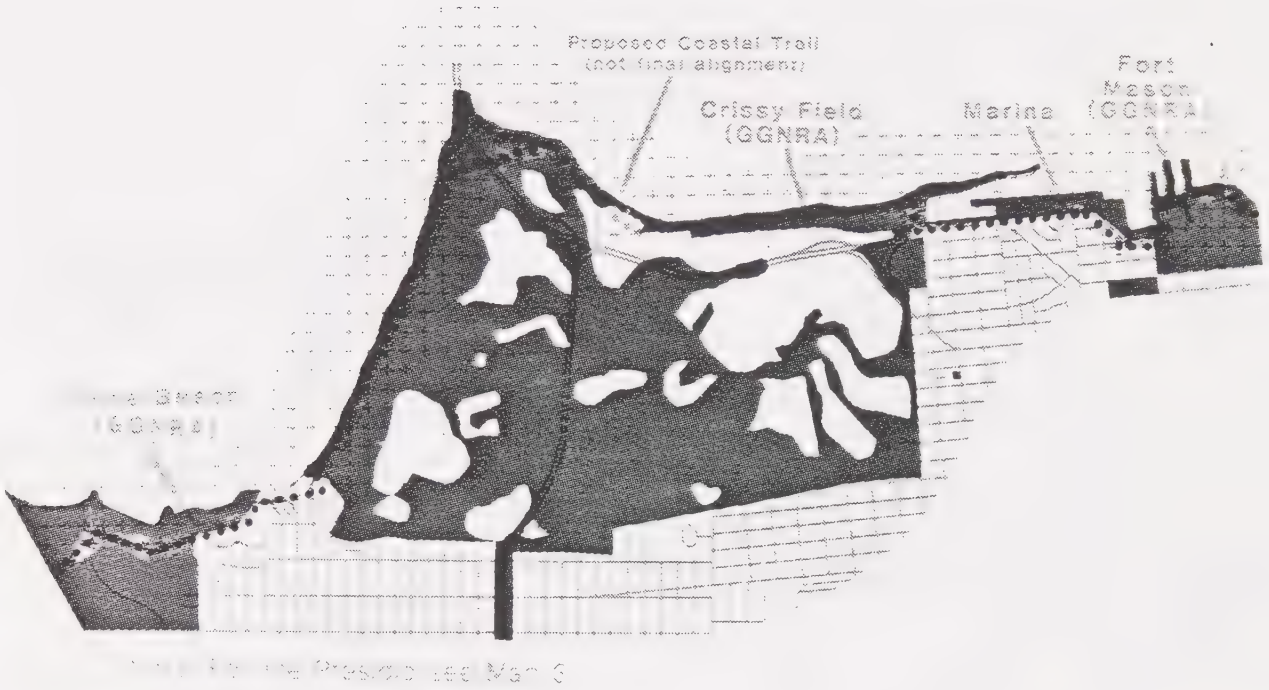
PROPOSED RECREATION TRAILS

Hiking and Bicycle

Hiking

Bicycle

PROPOSED TO BE ADDED



NORTHWESTERN SHORELINE PLAN

Map 6

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

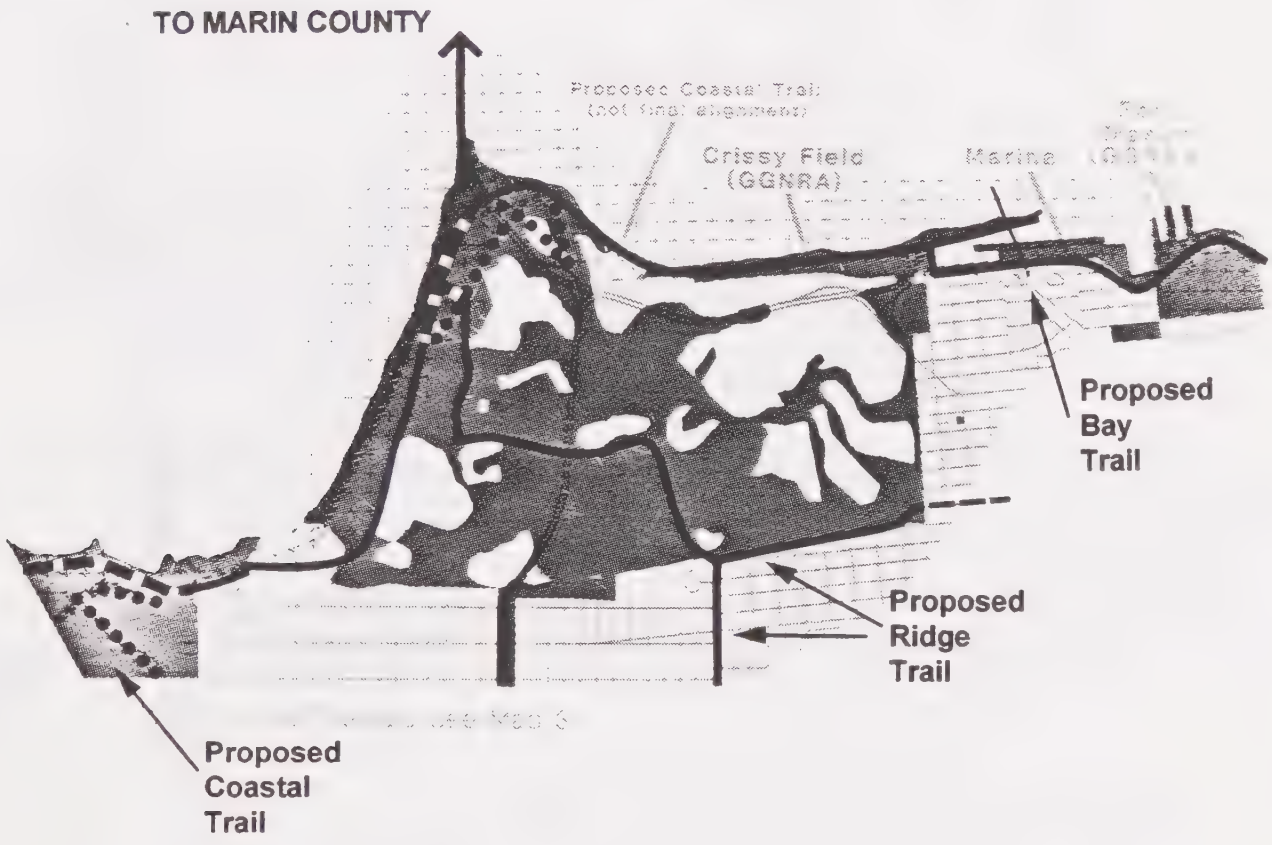
PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along the Shoreline

Proposed Shoreline Trail

PROPOSED TO BE DELETED

Proposed Amendment 10/1/92
As Amended by CPC Res. #13411



NORTHWESTERN SHORELINE PLAN

Map 6

EXISTING PUBLIC OPEN SPACE

Retain Outdoor Open Space, Preserve Natural Qualities, and Where Appropriate Convert To Public Recreational Use

PROPOSED PUBLIC OPEN SPACE

Acquire For or Convert To Public Open Space

Provide New Open Space in the General Vicinity

PROPOSED RECREATION TRAILS

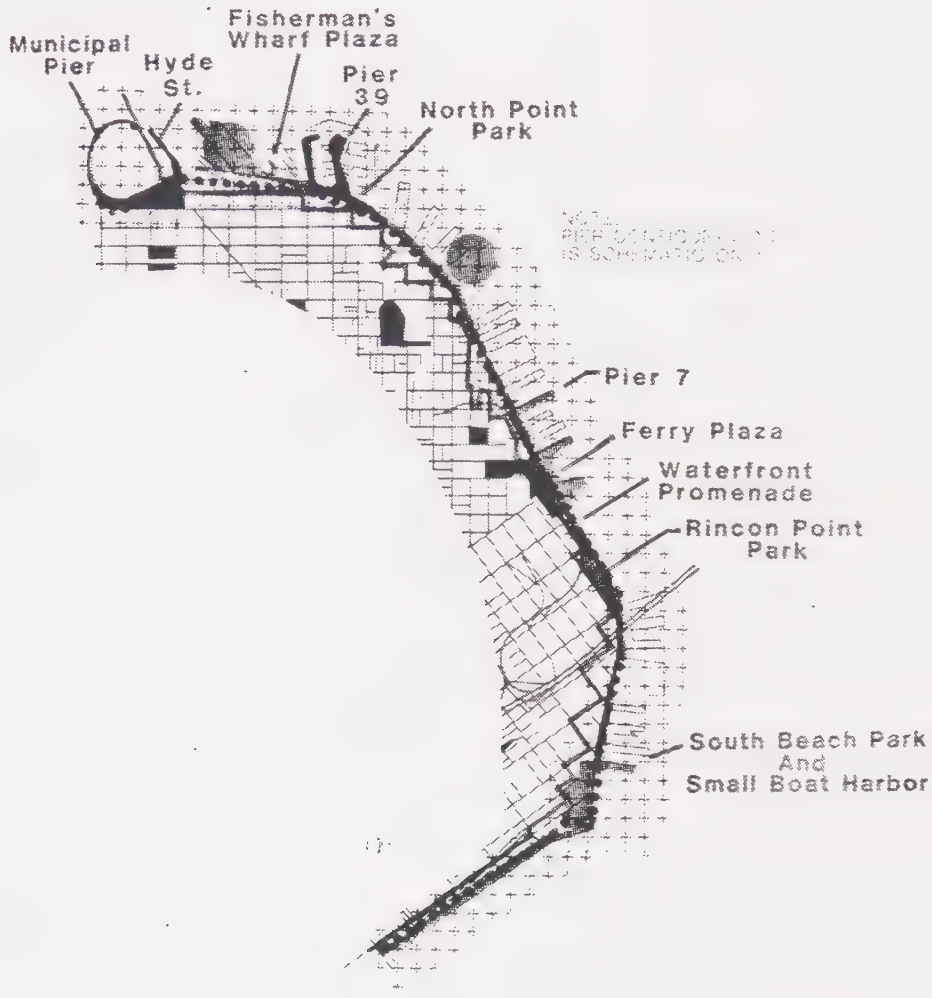
Hiking and Bicycle

Hiking and Bicycle Alternative

Hiking

Bicycle

PROPOSED TO BE ADDED



NORTHEASTERN SHORELINE PLAN

Map 7

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

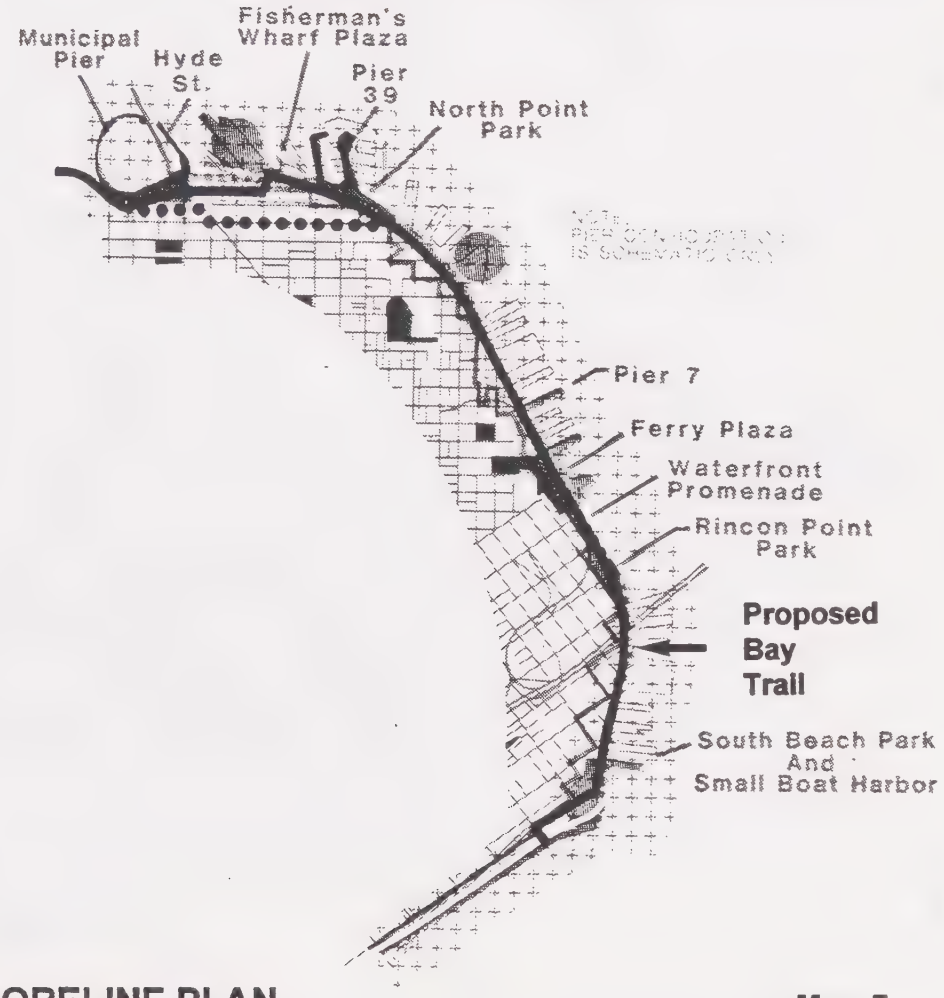
Provide New Open Space Along the Shoreline

Provide New Open Space in the General Vicinity

Port Jurisdiction

Proposed Shoreline Trail

PROPOSED TO BE DELETED



NORTHEASTERN SHORELINE PLAN

Map 7

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

Port Jurisdiction

PUBLIC OPEN SPACE

Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along the Shoreline

Provide New Open Space in the General Vicinity

PROPOSED RECREATION TRAILS

Hiking and Bicycle

Hiking

Bicycle

PROPOSED TO BE ADDED

Map 8

EASTERN SHORELINE PLAN

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

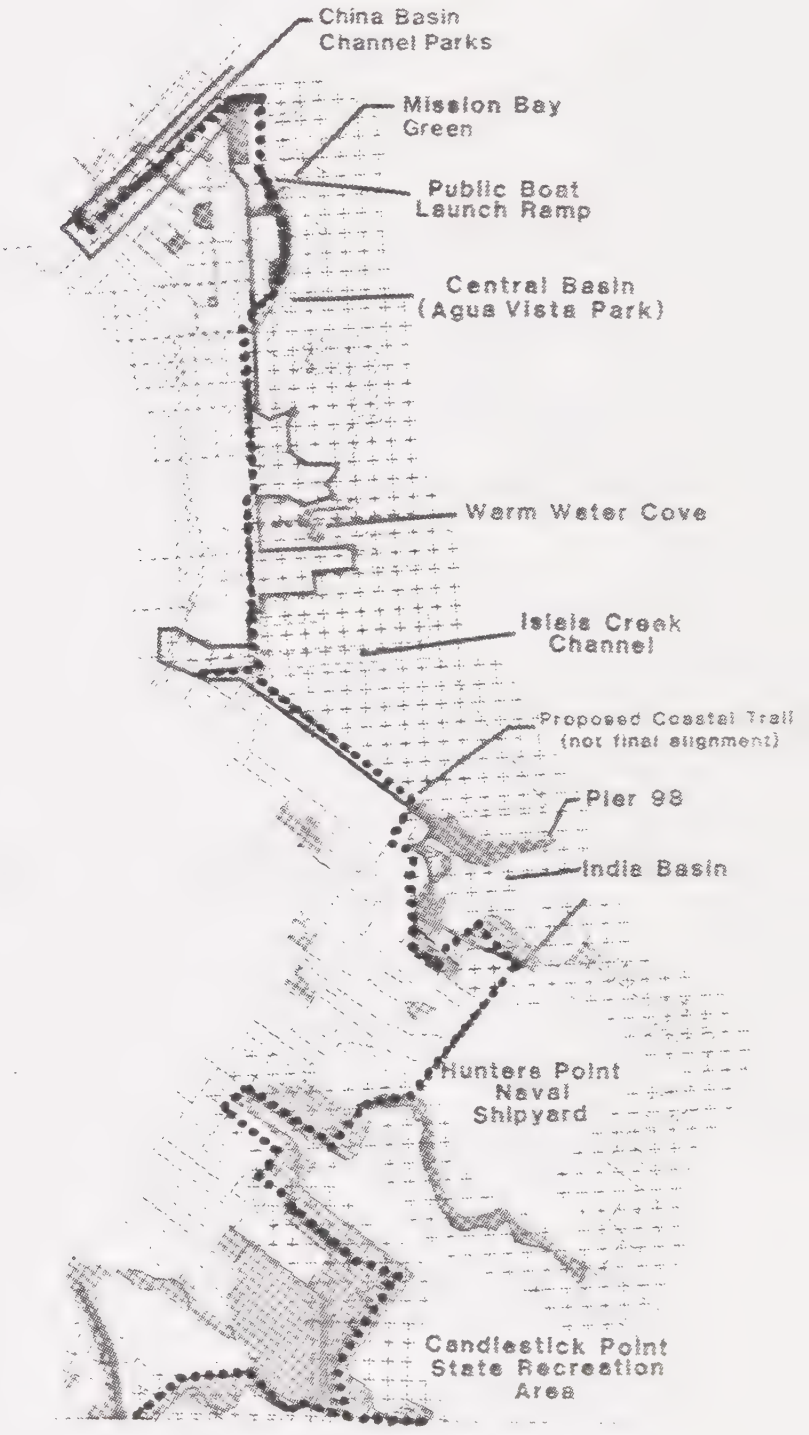
Provide New Open Space Along the Shoreline

Provide New Open Space in the General Vicinity

Port Jurisdiction

Proposed Shoreline Trail

PROPOSED TO BE DELETED



Map 8

EASTERN SHORELINE PLAN

SHORELINE ZONE

All New Development Subject To Shoreline Guidelines

PUBLIC OPEN SPACE

Maintain and Improve the Quality of Existing Shoreline Open Space and Recreation

PROPOSED PUBLIC OPEN SPACE

Provide New Open Space Along the Shoreline

Provide New Open Space in the General Vicinity

Port Jurisdiction

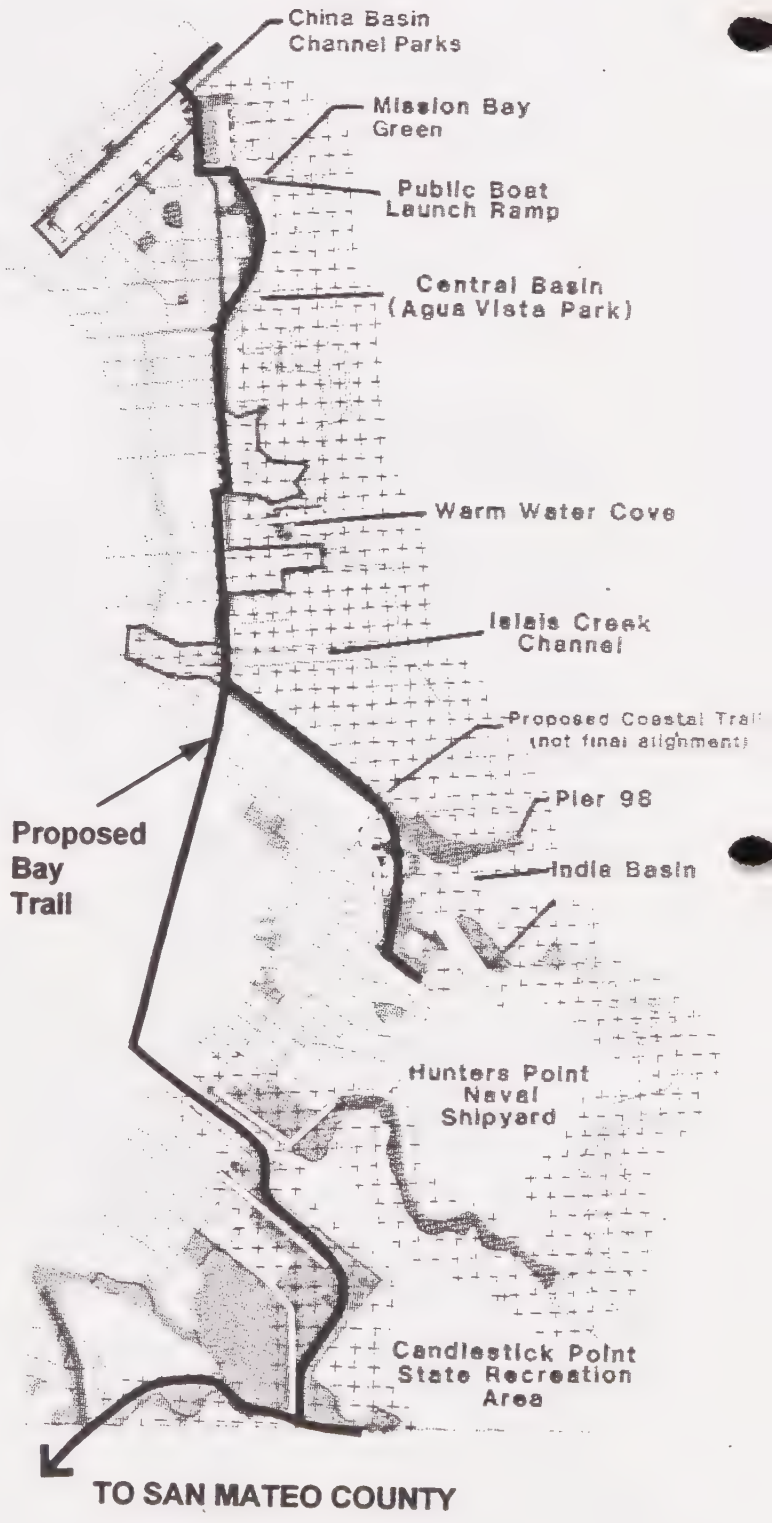
PROPOSED RECREATION TRAILS

Hiking and Bicycle

Hiking

Bicycle

PROPOSED TO BE ADDED



Case No.93.159M
Amendment of the Recreation and Open Space Element of the Master Plan adding four sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Maps 4, and one site in Map 8.

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13506

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" and Map 8, the "Eastern Shoreline Plan," have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, as part of the Case No. 93.148R, the 1993-1994 San Francisco Park and Open Space Program, four sites are proposed for acquisition as public open space that were not identified in the Recreation and Open Space Element as "Proposed Public Open Space"; and

WHEREAS, There is significant neighborhood support for acquisition of the sites, and there may be a good opportunity to acquire the sites because most of the property owners appear willing to sell the properties to the City for open space use; and

WHEREAS, the sites, contained in EXHIBIT A and listed below, are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

1. Bonview lots (Assessor's Block 5614, lots 47-50);

2. Brewster/Franconia lot (Assessor's Block 5556, lot 56);

3. Mullen/Peralta site (Assessor's Block 5538, lots 14, 15, 23, 28, and portions of undeveloped Mullen and Peralta Street rights-of-way);

4. Evans/Hunters Point Boulevard Triangle (Assessor's Block 4646, lots 9-11); and

WHEREAS, The Evans/Hunters Point Boulevard Triangle site, contained in EXHIBIT A, is in addition proposed to be added to Map 8, the "Eastern Shoreline Plan" to the category "Proposed Public Open Space, Acquire for or convert to Public Open Space"; and

WHEREAS, Each of the sites proposed for acquisition is either very close to, or contiguous with existing parkland or public open space; and

WHEREAS, There is significant neighborhood support for acquisition of the sites, and there may be a good opportunity to acquire the sites because most of the property owners appear willing to sell the properties to the City for open space use; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on April 15, 1993; and

WHEREAS, On April 15, 1993, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the sites contained in Exhibit A to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan", and in addition adding the Evans/Hunters Point Boulevard Triangle site to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 8, the "Eastern Shoreline Plan."

AND BE IT FURTHER RESOLVED, That $40,000 in funding from The San Francisco Park and Open Space Program, 1993-1994," be used to fund the Department of City Planning to initiate an update of the Recreation and Open Space Element of the Master Plan and the accompanying Programs Report.

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on April 15, 1993.

Linda Avery
Secretary

AYES: Commissioners Fung, Levine, Lowenberg, Prowler, Unobskey

NOES: None

ABSENT: Commissioners Boldridge, Smith

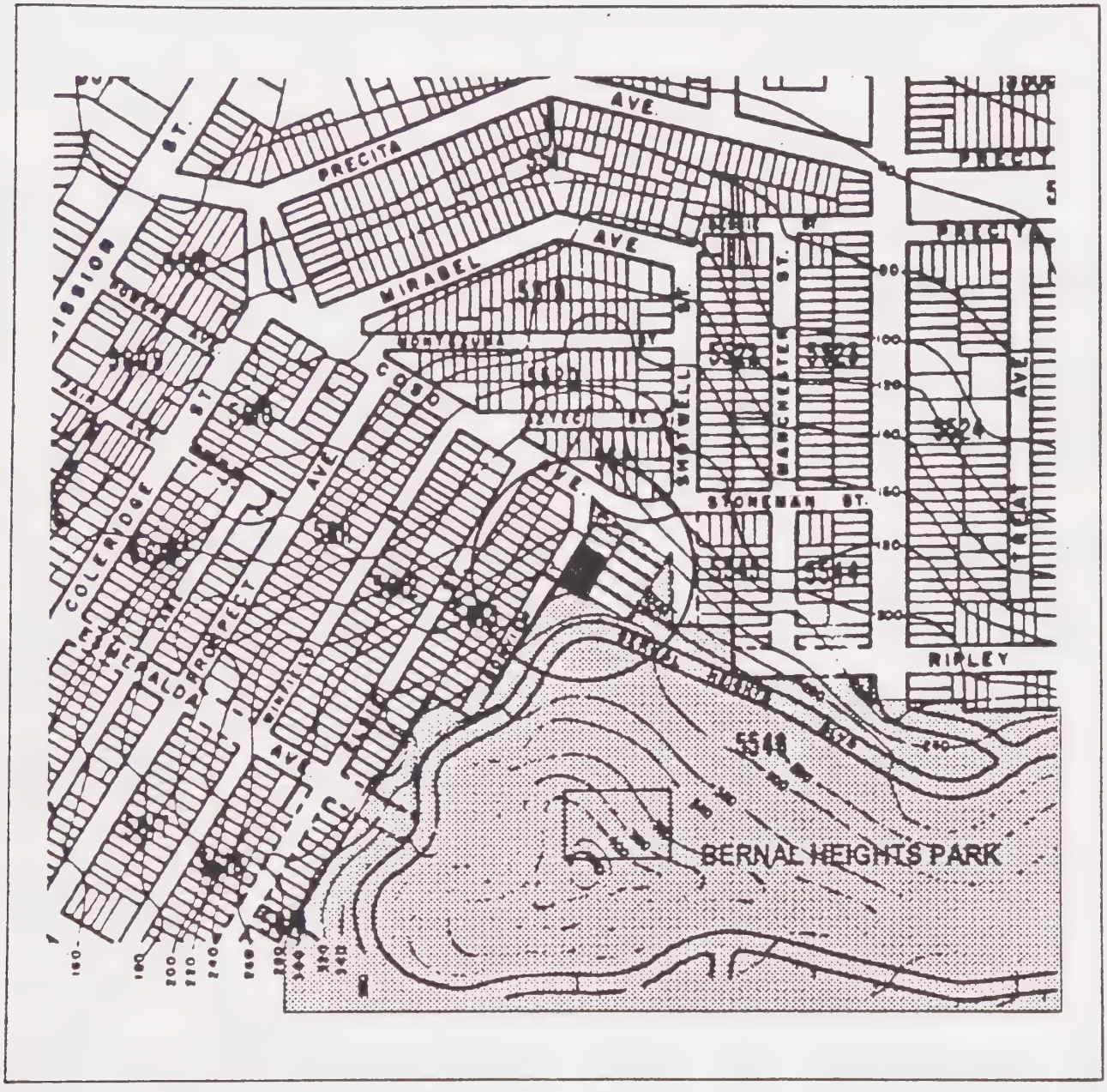
ADOPTED: April 15, 1993

EXHIBIT A

The Recreation and Open Space Element of the Master Plan is proposed to be amended. Map 4, the "Citywide Recreation and Open Space Plan" and Map 8, the "Eastern Shoreline Plan", would be amended, adding the following sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space."

Proposed Acquisition Site	Neighborhood	Add Site to Map:
1. Bonview Lots AB 5614, lots 47-50	Bernal Heights	Map 4
2. Brewster/Franconia (community garden) AB 5556, lot 56	Bernal Heights	Map 4
3. Mullen/Peralta site AB 5538, lots 14, 15, 23, 28, and portions of undeveloped Mullen and Peralta Street rights-of-way	Bernal Heights	Map 4
4. Evans/Hunters Point Blvd Triangle AB 4646, lots 9-11	Bayview / Hunters Point	Map 4, Map 8

Maps of four sites attached.



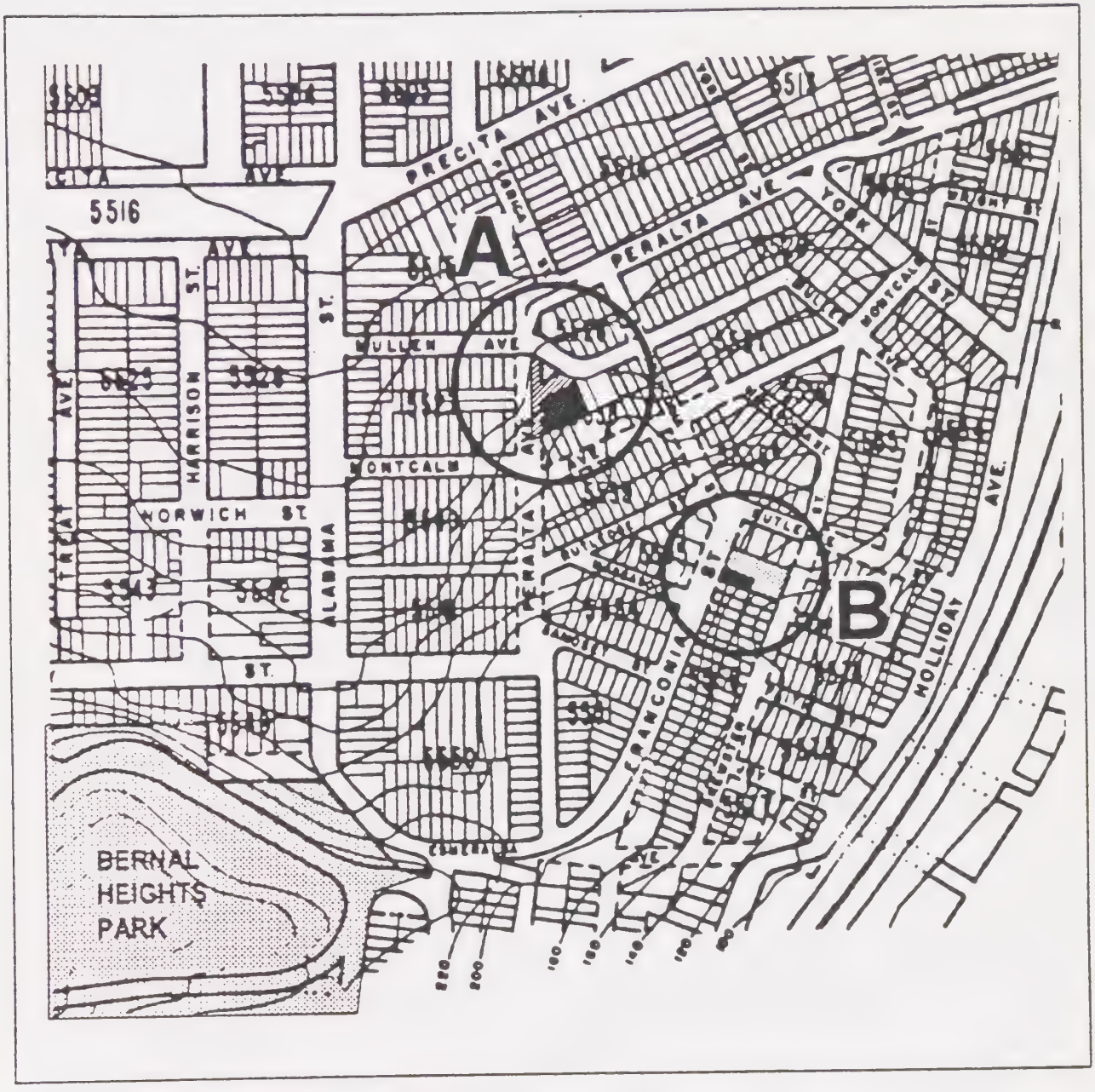
Potrero - Precita Valley Area Map
Proposed Amendment to Map 4, "Citywide Recreation and Open Space Plan"

Adding:
Proposed Public Open Space

North

Acquire For or Convert to Public Open Space
Bonview Lots
AB 5614, lots 47 - 50

Existing Public Open Space



Potrero - Precita Valley Area Map
Proposed Amendment to Map 4, "Citywide Recreation and Open Space Plan"

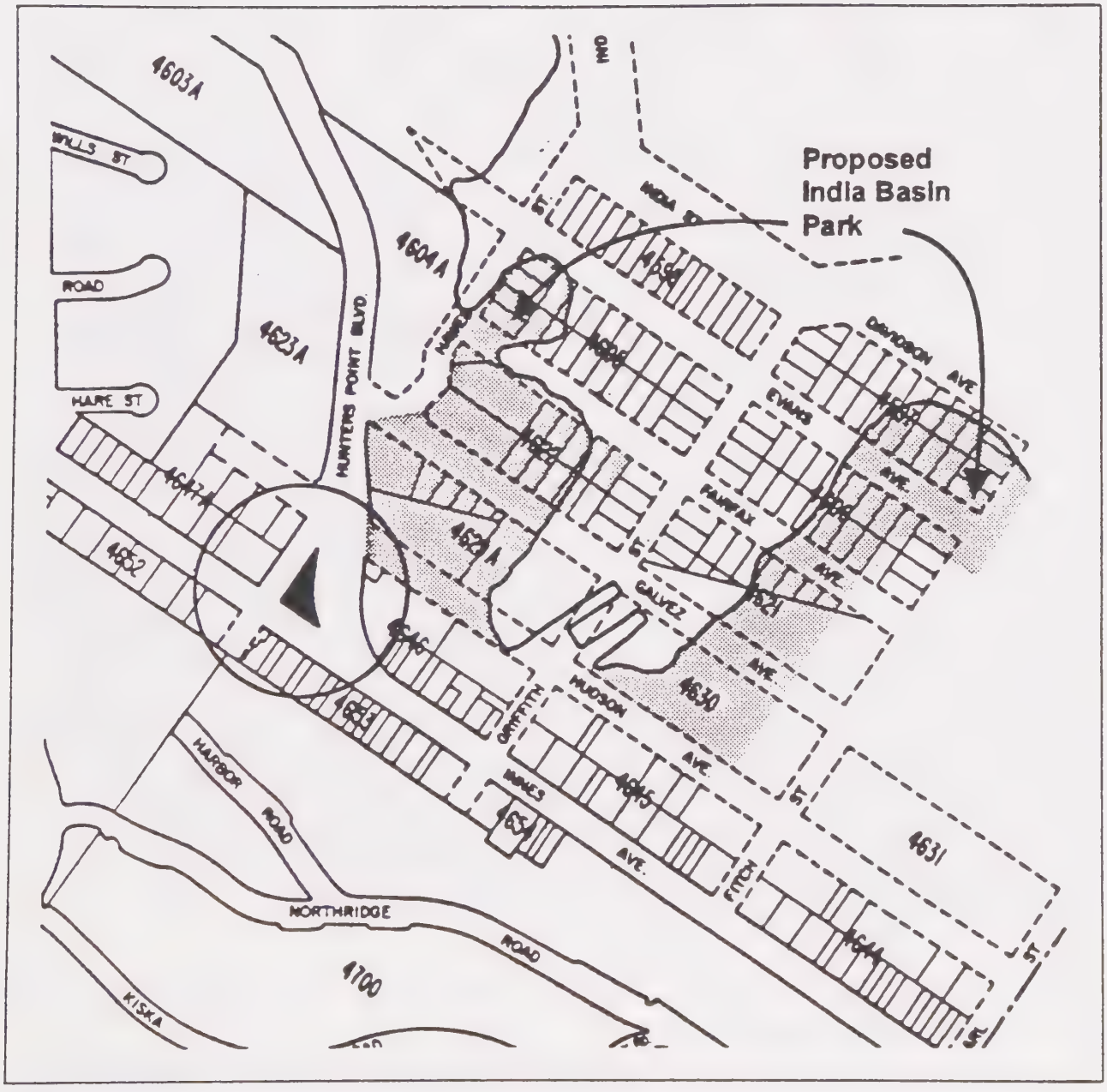
Adding:
Proposed Public Open Space

North

Acquire For or Convert to Public Open Space
- **A** *Mullen/Peralta*
  4B 5538, lots 14,15,23,28, portion of Mullen and Peralta r-o-w
- **B** *Brewster/Franconia*
  AB 5556, lot 56

Existing Public Open Space

Public R-O-W to be converted to open space



Hunters Point Area Map
Proposed Amendment of Map 4, "Citywide Recreation and Open Space Plan" and Amendment of Map 8, "Eastern Shoreline Plan"

Adding:
Proposed Public Open Space

North

Acquire For or Convert to Public Open Space
Evans/Hunters Point Triangle
AB 4646, lots 9-11

Existing Public Open Space India Basin

Case No.94.118M
Amendment of the Recreation and Open Space Element of the Master Plan adding three sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the Citywide Recreation and Open Space Plan."

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 13676

WHEREAS, Pursuant to the San Francisco Charter requirements that the City Planning Commission adopt and maintain, including necessary changes therein, a Master Plan; and

WHEREAS, Certain portions of the Master Plan may over time become obsolete; and

WHEREAS, The City Planning Commission adopted the Recreation and Open Space Element of the Master Plan by Resolution No. 11067 on July 9, 1987; and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan, by Resolution No. 13149 on August 15, 1991 to add Citywide Policy #13, which states "Preserve and protect significant Natural Areas," and

WHEREAS, The City Planning Commission amended the Recreation and Open Space Element of the Master Plan adopting Resolution No. 13411 on October 1, 1992, to add and revise policies on regional recreational trails; and

WHEREAS, The electorate of San Francisco in November 1988 revised Charter Section 6.413 establishing the San Francisco Park and Open Space Fund to acquire and develop additional public open space, as well as to renovate and maintain it; and

WHEREAS, Since 1987 many of the sites proposed to be acquired as open space in Map 4, the "Citywide Recreation and Open Space Plan" have been or are in the process of being acquired to serve the needs of San Francisco residents; and

WHEREAS, as part of the Case No. 93.117R, the 1994-1995 San Francisco Park and Open Space Program, three sites are proposed for acquisition as public open space that are not designated in the Recreation and Open Space Element as proposed public open space by either policy or map; and

WHEREAS, the sites, contained in EXHIBIT A and listed below, are proposed to be added to Map 4, the "Citywide Recreation and Open Space Plan" to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space":

(a) Brooks Park-adjacent property, acquisition through long-term lease of Assessor's Block 7073, lot 50, Assessor's Block 7074, lot 49, Assessor's Block 7075, lot 56;

(b) Brooks Park-adjacent property, Assessor's Block 7075, lots 34, 35, 36;

(c) Lessing/Sears lot, Assessor's Block 7160, lot 1; and

WHEREAS, There is significant neighborhood support for acquisition of the sites; and

WHEREAS, Each of the sites proposed for acquisition is contiguous with an existing public park; and

WHEREAS, On balance, the proposed amendments are consistent with the eight priority policies of Planning Code Section 101.1; and

WHEREAS, Pursuant to Charter Sections 3.525 and 6.413, notice was duly given of a public hearing by the City Planning Commission to consider adoption of an amendment to the Recreation and Open Space Element of the Master Plan, which hearing was held on April 28, 1994; and

WHEREAS, On April 28, 1994, the Planning Commission held a public hearing and considered testimony related to the proposed amendments; and

WHEREAS, The Commission deems the proposed amendments to be appropriate and desires to adopt them as part of the Recreation and Open Space Element of the Master Plan;

NOW THEREFORE BE IT RESOLVED, That the City Planning Commission, before acting on the proposed Master Plan amendment, does hereby certify that it has reviewed, considered, and approved the information contained in the Certificate of Determination of Exemption/Exclusion from Environmental Review, under General Rule Exclusion (State Guidelines Section 15061 (b)(3);

AND BE IT FURTHER RESOLVED, That the City Planning Commission hereby ADOPTS an amendment to the Recreation and Open Space Element of the Master Plan, adding the sites contained in Exhibit A to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space" in Map 4, the "Citywide Recreation and Open Space Plan",

AND BE IT FURTHER RESOLVED, That the Secretary of the Commission shall record the action taken in this Resolution on the adopted amendment and shall certify a copy thereof to the Mayor and the Board of Supervisors in accordance with the Charter.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission on April 28, 1994.

Linda Avery
Secretary

AYES: Commissioners Fung, Lowenberg, Martin, Prowler, Levine

NOES: None

ABSENT: Commissioner Unobskey

ADOPTED: April 28, 1994

Attachment A

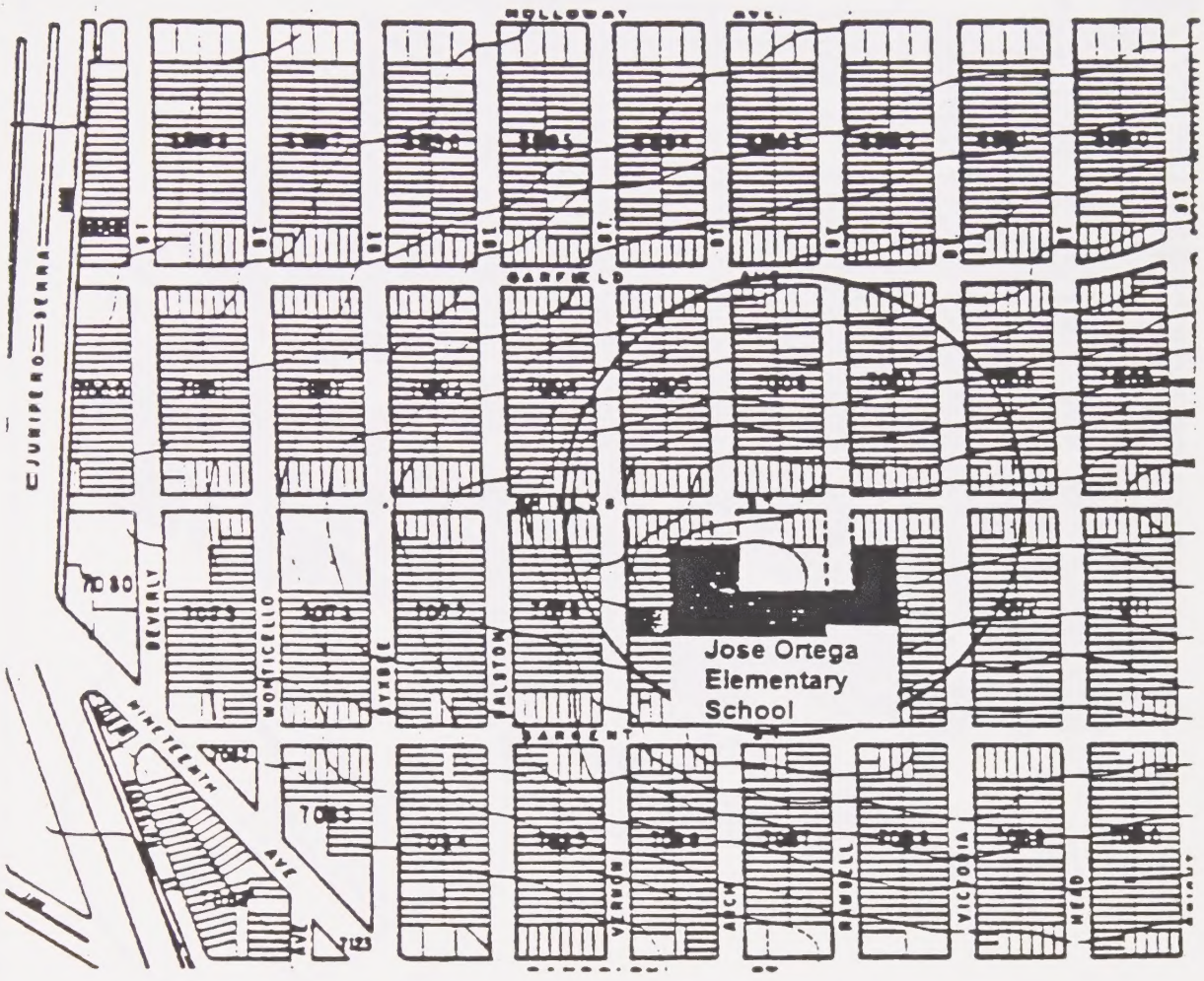
Map showing location of the three sites proposed to be added to the Recreation and Open Space Element Map 4 in the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space

EXHIBIT A

The Recreation and Open Space Element of the Master Plan is proposed to be amended. Map 4, the "Citywide Recreation and Open Space Plan," would be amended, adding the following sites to the category "Proposed Public Open Space, Acquire for or Convert to Public Open Space."

Proposed Acquisition Site to Map:		Neighborhood	Add Site
1.	Brooks Park - Adjacent Acquisition through long-term lease of SFUSD property, AB 7073, lot 50, AB 7074, lot 49, AB 7075, lot 56 [The property is 2.03 acres in size]	OMI	Map 4
2.	Brooks Park - Adjacent Acquisition of 3 lots, AB 7075, lots 34, 35, 36 [The lots are each 25' X 100', 7,500 square feet total]	OMI	Map 4
3.	Lessing/Sears lot Acquisition of AB 7160, lot 1	Excelcior District	Map 4

Maps of sites are attached.



Merced Heights Area Map
Proposed Amendment of Map 4, "Citywide Recreation and Open Space Plan"

Adding:
Proposed Public Open Space

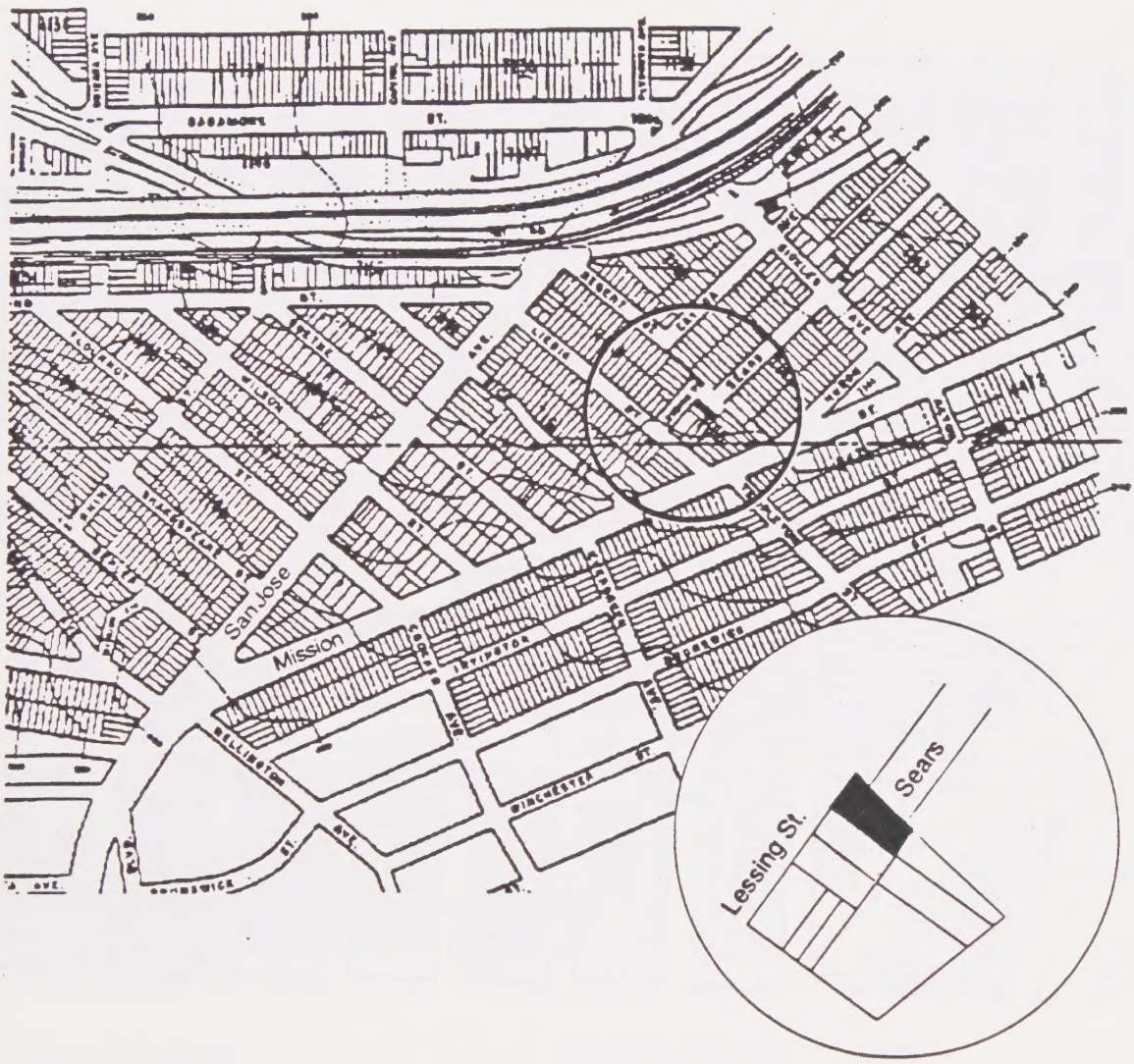
North

1 Acquire For or Convert to Public Open Space
- *Brooks Park Adjacent*

AB	*7073*	*lot 50*
	7074	*lot 49*
	7075	*lot 56*

2 *AB* *8075* *lots 34, 35, 36*
Privately owned lots to provide access to Vernon Street.

Existing Public Open Space (Brooks Park)



Alemany Area Map
Proposed Amendment to Map 4, "Citywide Recreation and Open Space Plan"

Adding:
Proposed Public Open Space

3 *Acquire For or Convert to Public Open Space*
Lessing - Sears Lot Assessor's Block 7160, lot 1

Existing Open Space

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